SOLICITATION, OFFER AND AWARD

1 THIS CONTRACT IS A RATED ORDER UNDER DPAS (15 CFR 700)	RATING	PAGE 1 OF PAGES 51

2 CONTRACT NO	3 SOLICITATION NO	4 TYPE OF SOLICITATION	5 DATE ISSUED	6 REQUISITION/PURCHASE NO
N65540-13-D-0023	N65540-13-R-0031	[ ] SEALED BID (IFB) [X] NEGOTIATED (RFP)	17 May 2013	

7 ISSUED BY	CODE	8 ADDRESS OFFER TO (If other than Item 7)	CODE
NAVAL SURFACE WARFARE CENTER CARDEROCK CODE (b) (6) (b) (6) 5001 S BROAD STREET PHILADELPHIA PA 19112-1403 TEL: (b) (6) FAX	N65540	See Item 7 TEL: FAX	

NOTE: In sealed bid solicitations "offer" and "offeror" mean "bid" and "bidder"

SOLICITATION

9. Sealed offers in original and 2 copies for furnishing the supplies or services in the Schedule will be received at the place specified in Item 8, or if handcarried, in the depository located in _____ until 05:00 PM (Hour) local time 02 Jul 2013 (Date)

CAUTION - LATE Submissions, Modifications, and Withdrawals: See Section L, Provision No. 52.214-7 or 52.215-1. All offers are subject to all terms and conditions contained in this solicitation.

10 FOR INFORMATION CALL:	A NAME	B TELEPHONE (Include area code) (NO COLLECT CALLS)	C. E-MAIL ADDRESS
	MICHAEL D. NOLAN	215-897-8914	michael.d.nolan@navy.mil

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OFFER (Must be fully completed by offeror)

NOTE: Item 12 does not apply if the solicitation includes the provisions at 52.214-16, Minimum Bid Acceptance Period.

12. In compliance with the above, the undersigned agrees, if this offer is accepted within _____ calendar days (60 calendar days unless a different period is inserted by the offeror) from the date for receipt of offers specified above, to furnish any or all items upon which prices are offered at the price set opposite each item, delivered at the designated point(s), within the time specified in the schedule.

13. DISCOUNT FOR PROMPT PAYMENT (See Section I, Clause No. 52.232-8)	

14. ACKNOWLEDGMENT OF AMENDMENTS (The offeror acknowledges receipt of amendments to the SOLICITATION for offerors and related documents numbered and dated):	AMENDMENT NO.	DATE	AMENDMENT NO.	DATE

15A. NAME AND ADDRESS OF OFFEROR	CODE 05629	FACILITY	16. NAME AND TITLE OF PERSON AUTHORIZED TO SIGN OFFER (Type or print)
	LBI, INC. PETER J. LEGNOS 973 NORTH RD GROTON CT 06340-3272		PETER J. LEGNOS / PRESIDENT

15B. TELEPHONE NO (Include area code)	15C CHECK IF REMITTANCE ADDRESS IS DIFFERENT FROM ABOVE - ENTER SUCH ADDRESS IN SCHEDULE	17. SIGNATURE	18. OFFER DATE
	☐		

AWARD (To be completed by Government)

19 ACCEPTED AS TO ITEMS NUMBERED	20 AMOUNT	21 ACCOUNTING AND APPROPRIATION
	$13,967,589.50	

22 AUTHORITY FOR USING OTHER THAN FULL AND OPEN COMPETITION:	23. SUBMIT INVOICES TO ADDRESS SHOWN IN (4 copies unless otherwise specified)	ITEM
☐ 10 USC 2304(c)( ) ☐ 41 USC 253(c)( )		

24 ADMINISTERED BY (If other than Item 7)	CODE	S0701A	25 PAYMENT WILL BE MADE BY	CODE	HQ0337
DCMA HARTFORD 130 DARLIN STREET EAST HARTFORD CT 06108-3234			DFAS COLUMBUS CENTER, NORTH ENTITLEMENT P.O. BOX 182266 COLUMBUS OH 43218-2266		

26. NAME OF CONTRACTING OFFICER (Type or print)	27	28 AWARD DATE
JOHN STRIANO TEL: (b) (6) EMAIL: (b) (6)	(b) (6) (Signature of Contracting Officer)	20-Sep-2013

IMPORTANT - Award will be made on this Form, or on Standard Form 26, or by other authorized official written notice.

Enclosure

Section B - Supplies or Services and Prices

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
0001		6	Each	(b) (4)	(b) (4)

Deep Draft Submarine Camel Separator
Marine Deep Draft Submarine Camel Separator IAW Section C.
Separator shall be 32 feet long by 8 feet wide.
Year 1.
FOB: Destination
FFP

NET AMT (b) (4)

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
0002		3	Each	(b) (4)	(b) (4)

Deep Draft Submarine Camel Separator
Marine Deep Draft Submarine Camel Separator IAW Section C.
Separator shall be within the range of 33 feet to 40 feet long and 13 feet wide to 20 feet wide.
Year 1.
FOB: Destination
FFP

NET AMT (b) (4)

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
0003		3	Each	(b) (4)	(b) (4)

Deep Draft Submarine Camel Separator
Marine Deep Draft Submarine Camel Separator IAW Section C.
Separator shall be within the range of 25 feet to 31 feet long and 9 feet wide to 11 feet wide.
Year 1.
FOB: Destination
FFP

NET AMT (b) (4)

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
0004		6	Each	(b) (4)	(b) (4)
OPTION					

Deep Draft Submarine Camel Separator
Marine Deep Draft Submarine Camel Separator IAW Section C.
Separator shall be 32 feet long by 8 feet wide.
Year 2.
FOB: Destination
FFP

NET AMT (b) (4)

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
0005		3	Each	(b) (4)	(b) (4)
OPTION					

Deep Draft Submarine Camel Separator
Marine Deep Draft Submarine Camel Separator IAW Section C.
Separator shall be within the range of 33 feet to 40 feet long and 13 feet wide to 20 feet wide.
Year 2.
FOB: Destination
FFP

NET AMT (b) (4)

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
0006		3	Each	(b) (4)	(b) (4)
OPTION	Deep Draft Submarine Camel Separator Marine Deep Draft Submarine Camel Separator IAW Section C. Separator shall be within the range of 25 feet to 31 feet long and 9 feet wide to 11 feet wide. Year 2. FOB: Destination FFP				

NET AMT (b) (4)

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
0007		6	Each	(b) (4)	(b) (4)
OPTION	Deep Draft Submarine Camel Separator Marine Deep Draft Submarine Camel Separator IAW Section C. Separator shall be 32 feet long by 8 feet wide. Year 3. FOB: Destination FFP				

NET AMT (b) (4)

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
0008		3	Each	(b) (4)	(b) (4)
OPTION	Deep Draft Submarine Camel Separator Marine Deep Draft Submarine Camel Separator IAW Section C. Separator shall be within the range of 33 feet to 40 feet long and 13 feet wide to 20 feet wide. Year 3. FOB: Destination FFP				

NET AMT (b) (4)

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
0009		3	Each	(b) (4)	(b) (4)
OPTION	Deep Draft Submarine Camel Separator Marine Deep Draft Submarine Camel Separator IAW Section C. Separator shall be within the range of 25 feet to 31 feet long and 9 feet wide to 11 feet wide. Year 3. FOB: Destination FFP				

NET AMT (b) (4)

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
0010		6	Each	(b) (4)	(b) (4)
OPTION	Deep Draft Submarine Camel Separator Marine Deep Draft Submarine Camel Separator IAW Section C. Separator shall be 32 feet long by 8 feet wide. Year 4. FOB: Destination FFP				

NET AMT (b) (4)

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
0011		3	Each	(b) (4)	(b) (4)
OPTION	Deep Draft Submarine Camel Separator Marine Deep Draft Submarine Camel Separator IAW Section C. Separator shall be within the range of 33 feet to 40 feet long and 13 feet wide to 20 feet wide. Year 4. FOB: Destination FFP				

NET AMT (b) (4)

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
0012		3	Each	(b) (4)	(b) (4)
OPTION	Deep Draft Submarine Camel Separator Marine Deep Draft Submarine Camel Separator IAW Section C. Separator shall be within the range of 25 feet to 31 feet long and 9 feet wide to 11 feet wide. Year 4. FOB: Destination FFP				

NET AMT (b) (4)

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
0013		6	Each	(b) (4)	(b) (4)
OPTION	Deep Draft Submarine Camel Separator Marine Deep Draft Submarine Camel Separator IAW Section C. Separator shall be 32 feet long by 8 feet wide. Year 5 FOB: Destination FFP				

NET AMT (b) (4)

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
0014		3	Each	(b) (4)	(b) (4)
OPTION	Deep Draft Submarine Camel Separator Marine Deep Draft Submarine Camel Separator IAW Section C. Separator shall be within the range of 33 feet to 40 feet long and 13 feet wide to 20 feet wide. Year 5. FOB: Destination FFP				

NET AMT (b) (4)

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
0015		3	Each	(b) (4)	(b) (4)
OPTION	Deep Draft Submarine Camel Separator Marine Deep Draft Submarine Camel Separator IAW Section C. Separator shall be within the range of 25 feet to 31 feet long and 9 feet wide to 11 feet wide. Year 5. FOB: Destination FFP				

NET AMT (b) (4)

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
0016		1	Lot	(b) (4)	(b) (4)

Shipping
Shipping of Deep Draft Submarine Camels to various locations CONUS and OCONUS.
This CLIN has a not to exceed amount of (b) (4)
FOB: Destination
FFP

NET AMT (b) (4)

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
0017		1	Lot	(b) (4)	(b) (4)

Installation Support
Installation Labor and Equipment for Deep Draft Submarine Camel Separators in accordance with Section C.
This CLIN has a not to exceed amount of (b) (4)
FOB: Destination
FFP

NET AMT (b) (4)

ITEM NO	SUPPLIES/SERVICES	QUANTITY	UNIT	UNIT PRICE	AMOUNT
0018		1	Lot		NSP

Technical Data
Technical Data in accordance with DD Forms 1423s.
This CLIN is not separately priced.
FOB: Destination
FFP

NET AMT

NOTES

This award document constitutes acceptance of LBI's proposal dated 01 July 2013 in response to RFP N65540-13-R-0031 including amendments 0001 through 0004.
The contract ceiling price is (b) (4) if all options are exercised.
All questions regarding this document should be directed to (b) (6) or (b) (6)

CLAUSES INCORPORATED BY FULL TEXT

HQ B-2-0004 EXPEDITING CONTRACT CLOSEOUT (NAVSEA) (DEC 1995)

(a) As part of the negotiated fixed price or total estimated amount of this contract, both the Government and the Contractor have agreed to waive any entitlement that otherwise might accrue to either party in any residual dollar amount of $500 or less at the time of final contract closeout. The term "residual dollar amount" shall include all money that would otherwise be owed to either party at the end of the contract, except that, amounts connected in any way with taxation, allegations of fraud and/or antitrust violations shall be excluded. For purposes of determining residual dollar amounts, offsets of money owed by one party against money that would otherwise be paid by that party may be considered to the extent permitted by law.

(b) This agreement to waive entitlement to residual dollar amounts has been considered by both parties. It is agreed that the administrative costs for either party associated with collecting such small dollar amounts could exceed the amount to be recovered.

Section C - Descriptions and Specifications

STATEMENT OF WORK
Statement of Work

DEEP DRAFT SUBMARINE CAMEL SEPARATOR

DESCRIPTION: The Deep Draft Submarine Camel Separator is a rigid structure designed to separate hulls of nested ships or submarines and prevent contact of their appendages while berthing or mooring in the demanding marine environment of piers and wharves, per UFC 4-152-01. Separators operate with a float attached or they may have a built-in buoyancy chamber for flotation. They may be outfitted with fendering materials to absorb berthing and environmental loads and conditions. Separators provide separation to ensure that overhanging and other protruding structures are clear.

PHYSICAL CHARACTERISTICS
The Marine Deep Draft Submarine Camel Separator shall be constructed similar to NAVFAC Design Drawings 10400031, 10400032, 10400033, and 10400034, and as such, have approximately a 32 feet long by 8 feet wide non-corrosive body assembly supported by a flotation device. However, the Deep Draft Submarine Camel shall be designed to berth SSGN-(b) Class, SSBN-(b) Class, SSN-(b) Class, SSN-(b) Class, SSN(b) Class, and SSN-(b) Class submarines. The camels are designed for extreme conditions such as the impact from berthing at high velocity and submarine mooring forces from high velocity currents and winds for these conditions. The camels must be placed to be in contact with the pressure hull and shall avoid wide aperture arrays if the submarine is so outfitted. The camels are usually used in pairs, but may be purchased individually as otherwise specified under the applicable Delivery Order.

The Marine Deep Draft Submarine Camel Separator draft line shall be marked on the Marine Deep Draft Camel Separator body. Each Marine Deep Draft Submarine Camel Separator shall conform to the below listed performance requirements. The Marine Deep Draft Submarine Camel Separator shall float in a horizontal orientation, in the actual position in which it is intended to be used. The Marine Deep Draft Submarine Camel Separator and the appendages shall be constructed in a manner and of a material which will not cause damage to the ship structures during use. Materials and construction shall be capable of withstanding typical mooring/berthing operations over at least a 15 year period, under normal use, without significant deterioration. The Marine Deep Draft Submarine Camel Separator shall be outfitted with lifting eyes to allow them to be lifted out of the water by a crane. Construction shall be such that overall weight of the Marine Deep Draft Submarine Camel Separator does not change subsequent to use; the materials will not absorb water, and standing water will drain freely from the Marine Deep Draft Submarine Camel Separator, thus avoiding any change in weight.

The Marine Deep Draft Submarine Camel assembly shall be a one-piece construction. Minimum two feet free-board requirements and thereby any associated preliminary design changes to the NAVFAC design must be demonstrated by the offeror to meet those freeboard requirements. Minimum freeboard requirements must be established with Government approval, prior to any fabrication. Each Camel shall contain a rubber backing where the ship comes in contact with the Camel. Each camel must contain composite decking, fiberglass grating type walkways, and handrails for safety.

The Marine Deep Draft Submarine Camel Separator body assembly shall be a one-piece construction capable of absorbing 117 K-Ft of kinetic energy (energy absorption) for SSN-(b) Class and 89 K-Ft for SSN-(b) Class submarines, respectively, based on a closing speed of 6 inches per second. The Marine Deep Draft Camel Separator shall also be capable of absorbing the kinetic energy for SSN-(b), SSN(b) , SSGN-(b) , and SSBN-(b) Class submarines. In particular, the Camel shall be capable of absorbing 434 ft-KIP energy from SSGN(b) Class submarines at 0.4 ft per second closing speed normal to the Camel. Energy is absorbed by arch rubber fenders. Mooring load on cleats: 10 KIPs per cleat (horizontal), and consider 2 cleats are used to moor the Deep Draft Submarine Camel Separator for berthing. Camel Separator non-loading capacity, i.e., 0% deflection of the fenders, simultaneously-applied live load on top of the Camel Separator: 50 PSF, and concentrated load along the top perimeter of Camel: 500 lb.

The standoff separation from piling cluster (pier) to submarine parallel mid-body with fender compressed at 50% deflection (the maximum design load of Marine Deep Draft Submarine Camel Separator) shall be no less than 11 feet 3 inches. Calculated weight of one camel is generally between 38,000 and 44,000 pounds but is dependent on the fender manufacturer's weight of fenders.

NOTE: If an alternative design is proposed by the manufacturer, weights of the Deep Draft Submarine Camel Separator and the fenders shall be clearly indicated in the preliminary design drawings within the preliminary design required to be submitted with the Technical Proposal.

Ballasting required shall be calculated and documented by the manufacturer, and employed to maintain stability with adequate buoyancy and shall be within 0.25 Degree Pitch (Trim) and within 1.0 Degree Roll (List).

Reserve buoyancy is between 6,800 and 8,300 pounds depending on the weight of the fenders. Two Marine Deep Draft Submarine Camels normally are required for one ship set, but may be purchased individually as otherwise specified under the applicable Delivery Order.

Deep Draft Submarine Camel Separator decking shall be of composite/Fiber Reinforced Plastic (FRP) materials. Composite/FRP materials shall conform to ASTM E84 and ASTM D2584. FRP decking shall be constructed of a fiberglass-reinforced polymer. Resin shall be a premium chemical grade polyester resin which completely wets the glass fibers. Glass content shall be a minimum of 25 percent and a maximum of 35 percent by weight as determined by ASTM D2584 for maximum sunlight and chemical resistance, and ASTM E84, flame spread 25 or less. Deck grating shall be: 1 ½" x 1 ½" spacing, thickness 1 ½" ; with bar thickness, ¼" bearing bars and ¼" cross bars; capable of withstanding 90 psf live load. Fenders shall be rubber, ethylene propylene diene Monomer (EPDM), as specified in ASTM D2000: Rubber Products in Automotive Applications. Rub strips shall be of Ultra-High Molecular Weight Polyethylene materials including additives and shall be traceable by original lot number. Material used shall be FDA-approved or otherwise harmless to marine life. Per NAVFAC Specification NFSS C49, fenders shall be provided at the back of the camel for additional energy absorption. Per NAVFAC Specification NFSS C49, larger non-marking fenders shall be provided at the face of the camel, and such fendering shall be along the

entire length of the face of the camel to accommodate SSN-(b), SSN-(b), SSN(b) , SSN-(b) SSGN-(b) and SSBN-(b) Class submarines.

Camel structure shall be free of water-collecting pockets.

If flotation tanks are used, the tanks shall be made of suitable materials for the purpose intended and made of cost-effective corrosion-prevention materials and protection against marine growth. The tanks shall provide drainage plugs for pressure testing and watertight hatches as required to meet freeboard requirements. If flotation tanks are used, buoyancy integrity of the camel flotation tanks (components) shall be verified with a "pressure drop test" prior to floating the camel. **NOTE: Contractor shall cap all flooding/drainage holes and air equalization holes after the Deep Draft Submarine Camel Separator is placed in the water.**

BERTHED SUBMARINE CHARACTERISTICS:

Submarine Class	Length (ft)	Beam (ft)	Displacement (Long Tons)
SSN (b) (2)			
SSN			
SSN			
SSN (b) (2)			
SSGN-			

PERFORMANCE CHARACTERISTICS

The Marine Deep Draft Submarine Camel Separator performance measured as energy absorption capacity and reaction force shall be per the performance specifications summarized in NAVFAC Drawings 10400031, 10400032, 10400033, 10400034 and in detail per NAVFAC Specification NFSS C49. Improved energy absorption shall be considered as higher energy capacity at equivalent or lower reaction. Reaction force is defined as the load required to deflect the Marine Deep Draft Submarine Camel Separator at 50% deflection, while the Marine Deep Draft Submarine Camel Separator is submerged to its operating depth against a flat backing surface, and when the Marine Deep Draft Submarine Camel Separator is contacted at the ship's midpoint or the midpoint of opening between wide aperture arrays (WAA) for submarines outfitted with WAAs. Energy is absorbed by arch rubber fenders. Arch rubber fenders used shall have minimum capacity to absorb 35,000 ft-lb of energy +/- 10% per foot of fender length when 50% compressed, with a corresponding reaction load of not more than 31,500 lb +/- 10%. Those performance characteristics shall be measured at a deflection of the fender unit not to exceed 52.5% of the fender depth. Rubber fender materials shall be as per ASTM D2000.

Steel used in fabrication of the Marine Deep Draft Submarine Camel Separator must be free of kinks, sharp bends, and other conditions which would be deleterious to the finished product. Manufacturing processes shall not reduce the strength of the steel to a value less than intended by the design. Manufacturing processes shall be done neatly and accurately. All structural steel and plate shall be as per ASTM A36/A36M, steel pipe less than or equal

to 20-inch diameter per ASTM A53/A53M Grade B, steel pipe greater than 20-inch diameter per API Specification 5L, PSL 1 Grade x42. Fabrication and erection of steel shall conform to the requirements of "Manual of Steel Construction", 13th Edition, of the American Institute of Steel Construction (AISC). All bolts, nuts, and washers are to be hot dipped galvanized at minimum unless noted otherwise. Fabrication shall employ closed-cell foam-filled tubular construction, handrails, and a cathodic-protection system with zinc anodes type ZHC-23 at minimum per MIL-HDBK 1004/10 and MIL-A-18001. Flotation foam shall be

a rigid, 2.1 lb/cubic foot closed-cell urethane foam approved for marine vessels. The closed-cell foam shall prohibit water penetration in the event of damage to the structure and will resist the absorption of water. The foam must meet USCG Title 33, Chapter 1, Part 183 requirements. Foam-filling shall be done by the manufacturer to ensure proper weight distribution. **The manufacturer is required to submit installation plans and shop details for government approval by NSWCCD-SSES Code 971 a minimum of 30 days before proceeding with fabrication.**

NOTE: Watertight Components Testing for Deep Draft Submarine Camel Separator structure. ***Applicable to base structure below the deck level.***

Prior to foam-filling, install standard NPT couplers in all chambers of the structure intended for closure for buoyancy. Pressurize inside of structure with 2-4 psi of air and spray all exterior welds with soap and water solution. Maintain pressure for 15 minutes with no drop in pressure during the test or leaks. If leaks are found, repair all leaks and repeat test. Documentation of all rectified leaks must be recorded and submitted to the government prior to shipment of the units. Include this documentation with **DD1423 Contract Data Requirements List Data item CDRL A007, Watertight Components Final Test Report and Certifications**.

LIFTING ATTACHMENTS

Refer to Statement of Work-**General Specifications**, incorporated herein, under **LIFTING ATTACHMENTS**. Mooring fittings and lifting pad-eyes permanent installation on the Deep Draft Submarine Camel Separator shall be accomplished per NAVFAC Design Drawing 10400033.

DESIGN DATA, ENERGY ABSORPTION, BUOYANCY/WEIGHT and STABILITY

Refer to Statement of Work-**General Specifications**, incorporated herein, under **DESIGN DATA, ENERGY ABSORPTION, BUOYANCY/WEIGHT and STABILITY.**

MATERIALS REQUIREMENTS

Refer to Statement of Work-**General Specifications**, incorporated herein, under **MATERIALS REQUIREMENTS**.

CORROSION CONTROL and PAINTING

The manufacturer shall provide zinc anodes, type ZHC-23 and the cathodic protection system per NAVFAC Drawing 10400033 details, MIL-A-18001, and MIL-HDBK 1040/10.

Paint/Protective Coating System

The protective paint/coating system shall be used for all corrosion-affected materials, e.g., steel, in accordance with the following system, as a minimum. Surface preparation and coating application to be accomplished by an SSPC QP1 certified coating contractor or a QP3 certified paint shop.

	PAINT SYSTEM			
LOCATION	COAT TYPE	PAINT NAME/TYPE/COLOR	DFT	WFT
UNDERWATER HULL	FULL	INTERGARD FPJO34/A-GRAY	5	6.8
	FULL	INTERGARD FP274/A-RED	5	6.8
	FULL	BRA640 MIL-PRF-24647C-RED	6	9.7
	FULL	BRA642 MIL-PRF-24647C-BLACK	6	9.7
FREEBOARD	FULL	INTERGARD FPJ034/A-GRAY	5.5	7.5
	FULL	INTERGARD FP274/A-RED	5.5	7.5
	FULL	INTERGARD FPJO34/A-GRAY	5.5	7.5
	FULL	INTERLAC 2 # 45590-HAZE GRAY	3	5.0
INTERIOR	FULL	INTERGARD KBA400/A-BUFF	5	7.4
	STRIPE	INTERGARD KBA401/A-WHITE	S/C	S/C
	FULL	INTERGARD KBA402/A-GRAY	5	7.4
EXTERIOR DECKS	FULL	INTERGARD FPJO34/A-GRAY	5	6.8
	FULL	INTERGARD FP274/A-RED	5	6.8
	FULL	INTERGARD FPJ034/A-GRAY	5	6.8
	FULL	INTERSHIELD PRA462/A-DARK GRAY	N/A	N/A

NOTE 1: EXTERIOR DECKS PAINT IS THE AREA OF THE CAMEL UNDER THE DECKING MATERIAL THAT MAY NEED TO BE PAINTED.

NOTE 2: RECOAT WINDOW FOR ANTIFOULING COATING OVER EPOXY SHALL BE IN ACCORDANCE WITH MANUFACTURER'S INSTRUCTIONS FOR COATING OVER EPOXY. THIS GENERALLY REQUIRES THAT THE RECOAT WINDOW BE ADJUSTED SO THAT ANTIFOULING IS APPLIED AS SOON AS THE EPOXY COAT HAD DRIED TO TOUCH.

NOTE 3: THE ANTIFOULING PAINT SHOULD BE APPLIED FROM THE BOTTOM OF THE CAMEL TO APPROXIMATELY ONE FOOT ABOVE THE WATER LINE.

NOTE 4: DO NOT APPLY PAINT TO ZINC ANODES, NAMEPLATES/TAGS/SIGNS, TO THREADS OF FASTENERS, RUBBER, PLASTIC, GLASS OR OTHER COMPONENTS NOT NORMALLY PAINTED. PAINT INADVERTENTLY APPLIED OR SPILLED ON THESE SURFACES SHALL BE IMMEDIATELY REMOVED OR THE ITEM REPLACED AT CONTRACTOR'S EXPENSE.

NOTE 5: SURFACE PREPARATION AND EQUIPMENT USED FOR PAINT APPLICATION SHALL BE IN STRICT COMPLIANCE WITH THE COATING MANUFACTURER REQUIREMENTS AND INSPECTED IN ACCORDANCE WITH ASTM F941. A MINIMUM OF THREE COATS SHALL BE APPLIED UNLESS SPECIFICALLY PERMITTED OTHERWISE BY THE MANUFACTURER'S INSTRUCTIONS. BETWEEN SPRAY COATS, IN AREAS OF HIGH CORROSION POTENTIAL, A "STRIPE" COAT OF UN-THINNED PAINT OF THE NEXT PAINT COAT SHALL BE APPLIED TO ALL EDGES, WELDS, AND CUTOUTS.

NOTE 6: IF WELDING OR ADDITIONAL FABRICATIONS WITH FIXTURES OR HARDWARE IS ACCOMPLISHED BY THE MANUFACTURER ON SURFACES BELOW THE WATERLINE AFTER THE PAINT SYSTEM ALREADY HAS BEEN APPLIED, THE PAINT SYSTEM SHALL BE RE-APPLIED AS TOUCH-UPS AT THOSE SPECIFIC LOCATIONS AFFECTED.

MECHANICAL INSPECTIONS

Refer to Statement of Work-**General Specifications**, incorporated herein, under **MECHANICAL INSPECTIONS**.

TESTING

Watertight Components Preliminary Test / Report

Applicable to all watertight components and flotation tanks of the Deep Draft Submarine Camel Separator, with a pressure of 2 pounds per square inch applied, the manufacturer shall perform, per the Statement of Work-**General Specifications**, incorporated herein, under **Watertight Components Preliminary Test Report** shall be in accordance with **DD-1423 Contract Data Requirements List Data Item A006.**

Watertight Components Final Test / Report

Applicable to all watertight components and flotation tanks of the Deep Draft Submarine Camel Separator, with a pressure of 2 pounds per square inch applied, the manufacturer shall perform, per the Statement of Work-**General Specifications**, incorporated herein, under **Watertight Components Final Test Report** shall be in accordance with **DD-1423 Contract Data Requirements List Data Item A007.**

Static Float Tests / Report

Once final assembly is complete, the manufacturer shall conduct per the Statement of Work-**General Specifications**, incorporated herein, under Static Float Tests, of the Deep Draft Submarine Camel Separator. Per NAVFAC Drawing 10400031, Pitch and Roll shall be

corrected by placing fresh water or dry sand into the 10-inch vertical ballast tubes through 4-inch diameter pipe plug openings located in the top 36-inch diameter flotation pipes. Also per NAVFAC Drawing 10400031, 4-inch diameter pipe plugs are provided at the bottom of the 10-inch diameter pipes for the removal of sand or fresh water ballast. For the Static Float Tests, Pitch (Trim) angle (Forward and Aft) is required to be within 0.25 Degree, and Roll (List) angle is required to be within 1.0 Degree.

NOTE: The manufacturer shall successfully float the Deep Draft Submarine Camel Separator at their facility; but also at the recipient location if the Camel is transported de-coupled and shipped in separate sections to the recipient location.

Static deck load capacity shall be tested as follows (while the Camel is floating):
Test1: Provide uniform load of 50 lb/sq ft on top of the Camel.
Test2: Provide concentrated load of 500 lb at each corner of the Camel (eccentric loads) and mid-way of each perimeter edge (8 locations total, one location at a time, not at the same time as Test1.
Test3. Combine Test1 and Test2.

Static Float Test Report shall be submitted in accordance with **DD-1423 Contract Data Requirements List Data Item A008.**

Dynamic Float Tests / Report
After conducting the Static Float Tests, the manufacturer shall conduct per the Statement of Work-**General Specifications**, incorporated herein, under **Dynamic Float Tests**, of the Deep Draft Fast Attack Submarine Camel. For the Static Float Tests, Pitch (Trim) angle (Forward and Aft) is required to be within 0.25 Degree, and Roll (List) angle is required to be within 1.0 Degree.

NOTE: The manufacturer shall successfully float the Deep Draft Submarine Camel Separator at their facility; but also at the recipient location if the Camel is transported de-coupled and shipped in separate sections to the recipient location.
Dynamic Float Test Report shall be submitted in accordance with **DD-1423 Contract Data Requirements List Data Item A009.**

OTHER MECHANICAL TESTS
The manufacturer shall perform the following specialized mechanical tests per the Statement of Work-**General Specifications**, incorporated herein, under **OTHER MECHANICAL TESTS**, which include:

Non-Destructive Tests and Certification Reports shall be in accordance with **DD-1423 Contract Data Requirements List Data Item A0010.**

Pull Tests, Mooring and Towing Fixtures, and Certification Reports, shall be in accordance with **DD-1423 Contract Data Requirements List Data Item A011.**

Lift Test Reports shall be in accordance with **DD-1423 Contract Data Requirements List Data Item A012.**

PRESERVATION, PACKAGING, & PACKING
The manufacturer shall provide the following for each Deep Draft Submarine Camel per the Statement of Work-**General Specifications**, incorporated herein, under **Preservation, Packaging, and Packing.**

MARKING
After the protective paint/coating system has been completed, each Deep Draft Submarine Camel Separator shall have distinguishing markings per the Statement of Work-**General Specifications**, incorporated herein, under **MARKING**. The equipment title shall be DEEP DRAFT SUBMARINE CAMEL SEPARATOR.

IDENTIFICATION SYSTEM
The manufacturer shall provide an identification system for each Deep Draft Submarine Camel Separator per the Statement of Work-**General Specifications**, incorporated herein, under **IDENTIFICATION SYSTEM**.

APPLICABLE DOCUMENTS
The manufacturer shall employ reference documents per the Statement of Work-**General Specifications**, incorporated herein, under **REFERENCE DOCUMENTS**.

Additional documents that apply include:

- Design: Piers and Wharves, Unified Facilities Criteria UFC 4-152-01, July 2005. http://www.wbdg.org/ccb/DOD/UFC/ufc_4_152_01.pdf
- General Criteria for Waterfront Construction, Unified Facilities Criteria UFC 4-151-10, 10 Sep 2001. http://www.wbdg.org/ccb/DOD/UFC/ufc_4_151_10.pdf
- Design: Moorings, Unified Facilities Criteria UFC 4-159-03, 03 Oct 2005 http://www.wbdg.org/ccb/DOD/UFC/ufc_4_159_03.pdf
- Berthing Guidelines for Submarines, TR-6064-OCN.
- Military Handbook, MIL-HDBK 1040/10. Electrical Engineering Cathodic Protection, Jan 1990. **http://global.ihs.com**
- Naval Facilities Engineering Command (NAVFAC) Standard Specification (NFSS) C49. Attack Submarine Camel. June 1990. **http://www.wbdg.org/ccb/NAVFAC/NFSS/c49.pdf**
- Manual of Steel Construction, 13th Edition, American Institute of Steel Construction (AISC).
- ASTM E84. Standard Test Method for Surface Burning Characteristics of Building Materials. March 2008
- D2584. Standard Test Method for Ignition Loss of Cured Reinforced Resins. March 2002

Government-Furnished Information (GFI):

- Naval Facilities Engineering Command (NAVFAC) Drawings 1040031, 1040032, 1040033, 1040034. Attack Submarine Camel. Nov 2002

INSTALLATION SUPPORT

Installation Labor and Installation Equipment Costs for Deep Draft Submarine Camel Separators

Installation Labor and Installation Equipment may be required of the manufacturer per specific requirements of a Delivery Order. A typical on-site installation support labor would be anticipated to be up to 5 Days (8 Hours /Day) per Camel for up to six persons. The scope of such support may include contractor labor during installation; transportation costs of test equipment and materials, remote on-site arrangements-for and use of anticipated materials-handling equipment (certified cranes/lifts and rigging equipment), welding cart, mechanics' industrial/machinery tool kits, painting station and paint supplies, those local rentals and materials if not available by the recipient at his facility, and other direct support costs (if any) to support assembly required of sections and installation of the Deep Draft Submarine Camel Separators at the recipient destination facilities.

For a Delivery Order requiring Installation Support by the manufacturer, NSWCCD-SSES Code 971 Technical Point of Contact (POC), Louis DiStefano, will liaison with the Contractor and remote on-site recipient activity Points-of-Contact to determine the scope (if any required for) contractor installation support and any installation equipment requirements needed locally that would not be provided by the recipient activity. If needed, to be addressed in the specific tasking of a Delivery Order, the Contractor shall provide skilled technical manpower to conduct inspections for physical integrity and condition of the shipped Deep Draft Submarine Camel Separators sections, to conduct assembly required of sections and installations, and demonstrate proper function and successful operation of said deliverable equipment at the remote on-site recipient activity facility. It may be assumed that Mr. Louis DiStefano, NSWCCD-SSES Code 971 will be present to supervise numerous installations and final acceptance by the Government of the delivered equipment.

Installation Support labor may be up to 5 days on-site per Deep Draft Submarine Camel Separator installed, in 8-hour days, for up to six persons, with up to 8 Deep Draft Submarine Camel Separators installed per year, typically in pairs. Actual Installation Support requirements, however, will be negotiated under applicable Delivery Orders.

For security purposes, the Contractor representative(s), if contractor installation support is required, will need to be escorted to remote on-site ports and facilities, and perhaps aboard ships, including both U.S Government and private facilities. NSWCCD-SSES Code 971 POC will provide liaison between the Contractor and U.S. Government on-site officials and the port facility for the dates arranged for the installation of the Deep Draft Submarine Camel

Separators to enable access for the Contractor to conduct the services contracted according to each Delivery Order.

If contractor installation support is required per any Delivery Order, subsequent to the Contractor's completion of all inspections, installations, and proper function and successful operation of equipment per requirements tasked by a Delivery Order, the Contractor shall provide a written report within 30 days of the completion of such tasking at the remote on-site location to NSWCCD-SSES Code 971 Point of Contact and to NSWCCD-SSES Contracts specialist. A DD 1423 (**CDRL Data Item A027**) specifying this Written Report will be issued with any applicable Delivery Order.

Contractor Travel for Deep Draft Submarine Camel Separator Tasks
If required per any Delivery Order that requires related Installation Labor on that Delivery Order, the associated Contractor travel manpower is anticipated to be up to six persons (unless otherwise negotiated per the Delivery Order) supporting the Delivery Order for remote on-site installation of manufactured equipment delivered to destinations world-wide. Up to 12 hours per person may be required for travel technical preparations labor prior to travel, including test equipment preparations and arrangements for remote, on-site equipment rentals, materials, and industrial tools/kits.
Contractor travel if required, may be to world-wide destinations on East and West Coast CONUS, but more typically OCONUS, including but not limited to Japan, Pacific Rim destinations, and Europe. Particular attention for world-wide delivery destinations may be focused on the following typical locations, but different locations may be encountered per applicable Delivery Order:

Naval Station, Mayport, Fl
Naval Station, Norfolk, VA
Naval Station Pearl Harbor, HI
Point Loma, San Diego, CA
Naval Station Rota, Spain
Guam, USA
Yokosuka, Japan
Okinawa, Japan

Individual trips may be up 14 days overall, which may include 4 travel days round-trip, and 10 installation days (8-hour days) of installation labor, per Deep Draft Submarine Camel Separator typically installed in pairs. The up to 4 round-trip travel days may comprise round-trip travel time labor up to 96 hours per each person (up to six persons) overall in duration. Travel technical preparations may include up to 12 labor hours per person (up to six persons) prior to the start of travel. Travel transportation costs include airfare transportation, lodging, rental car and gas (or airport limos and taxis), and excess baggage fees consistent-with and IAW Government JTR rates. Actual Travel Requirements shall be specified under any applicable Delivery Order.

STATEMENT OF WORK-GENERAL SPECIFICATIONS

LIFTING ATTACHMENTS.

Each Deep Draft Submarine Camel Separator (the "Unit") shall be outfitted with lifting pad-eyes to allow it to be lifted out of the water by a crane. Mooring fittings and lifting pad-eyes permanent installation shall be provided. Only welders qualified per AWS D1.1/D1.1M shall be allowed to install welded pad-eyes and mooring fittings. Pad-eyes shall be located over stiffeners or supporting structure of sufficient strength to support the load. Additional stiffening shall be installed if required upon inspection during construction, subject to Government approval at least 45 days prior to start of fabrication, and all documentation shall be updated for **Technical Data CLIN Item 0007, and not limited to CDRL Items A017, A019, A020, A021, A026.** Pad-eyes and support stiffeners shall not be installed within 3 inches of butt seam welds. Additionally, lifting attachments shall be manufactured and permanently installed per the following:

a. Each lifting attachment shall be capable of supporting one half the gross weight of the equipment at the anticipated lift angle with a design factor of six to one based on ultimate strength. For single point lifts, the lifting attachment shall be capable of supporting the gross weight of the equipment with a design factor of six to one based on ultimate strength.

b. Each lifting attachment shall be designed to accept a standard anchor shackle (Federal Specification RR-C-271D, type IVA), which is capable of supporting one half the gross weight of the equipment at the anticipated lift angle. For single point lifts, the lifting attachment shall accept a standard anchor shackle (Federal Specification RR-C-271D, type IVA) which is capable of supporting the gross weight of the equipment.

c. Load shackles shall be applied in the plane of the pad-eye. The manufacturer shall ensure that load shackles are not side-loaded more than 10 degrees out of the plane of the attachment and shackles are not put in a bind against the attachment. The lifting attachments shall be located above the center of gravity such that the lifting slings do not contact the equipment, or alternatively a spreader beam engineered by the manufacturer shall be provided.

d. Each lifting attachment shall be conspicuously marked in a contrasting color "Lift Here". Letters shall have a minimum height of 1-inch.

e. The equipment shall be marked in a prominent location with the gross weight. Marking shall be upper case letters of a contrasting color, with a minimum height of 1-inch. Marking shall include the units (i.e., "pounds").

f. The mooring equipment Unit shall be provided with a lifting sketch/rigging diagram **(per DD1423 Contracts Data Requirements List, CDRL Data Item A001, Lifting Sketch/Rigging Diagram)** as a placard permanently posted on the equipment, etched or affixed in a weather proof material and capable of withstanding wind forces of 75 mph. The lifting sketch shall detail any specific requirements and/or configurations that must be met prior to lifting (e.g., "utilize 10' minimum length slings", " spreader beam required" etc.). The lifting sketch shall include the location of the center of gravity of the equipment, equipment manufacturer and model (if applicable), and gross weight.

g. Each mooring equipment Unit shall be designed for use in a heavy industrial marine environment to withstand impact during repeated lifting and handling. The Unit design shall incorporate withstanding stresses using any two points of a four-point pick for lifting/rigging.

h. Equipment-applicable mooring cleats shall be horned conforming to ASTM A148/A148M. Provide one pair of cleats straddling each corner applicable to the mooring equipment Unit but only in vicinity of lifting pad-eyes at the corners. Cleats only at those corner locations will permit free working surfaces along the longitudinal and lateral deck walls upper surface of the Unit. Cleats shall be a minimum from edge of the Unit structure to provide normal services. If cleats are to be used as towing attachments, they shall be designed and tested to withstand the forces of towing the Unit in local waters with minimum

list or trim under tow. Separate towing attachments on an applicable lateral deck wall upper surface of the Unit are acceptable with proper testing.

l. To ensure an equipment-applicable pad-eye or mooring fixture is not used prior to completion of welding, the pad-eye or mooring fixture shall be tagged with a "NOT READY FOR USE, WELD NOT COMPLETE" tag, during periods on inactivity during construction, until welding has been completed.

DESIGN DATA, ENERGY ABSORPTION, BUOYANCY/WEIGHT and STABILITY

The Unit manufacturer shall provide the following as DD-1423 CDRL Data Item A002, Design Data, Energy Absorption, Buoyancy/Weight, and Stability Report.

The Unit manufacturer is required to provide a report on design data to include:

-Dimensional tolerances and performance calculations that demonstrate the mooring equipment Unit will perform its required task and meets requirements for berthing forces, the Unit ability to meet energy reaction forces, pier/fender loads and load absorption characteristics.

-Buoyancy, weight, and stability calculations to verify stability and a factor of safety to prevent overturning, and applicable freeboard and draft of the Unit are maintained, the affect of working loads applied to the Unit upon to maintain Pitch [Trim] between +/- 0.25 Degree and Roll [List] between +/- 1.0 Degree. Calculations shall indicate the extent of any applicable ballasting required to maintain stability and inclinations of Pitch and Roll within tolerances.

-Mooring equipment Unit structural members and fenders design and selection.

-Zinc anodes and cathodic protection system design and calculations are required.

Report shall be Microsoft Word or Adobe files.

MATERIALS REQUIREMENTS

Steel used in fabrication of the Deep Draft Submarine Camel Separator and its equipment assemblies must be free of kinks, sharp bends, and other conditions, which would degrade the finished product. Manufacturing processes shall not reduce the strength of the steel to a value less than intended by the design. Manufacturing processes shall be done neatly and accurately. All bends shall be made by controlled means to ensure uniformity of size and shape. Structural steel shall be compliant to ASTM A36/A36M, A575, A992/A992M, Steel Pipe ASTM 252, ASTM A53, Type E, or S, Grade B.

For any portions of the Unit made of steel, all welding procedures shall be in accordance with AWS D1.1/D1.1M, and weld maps shall be furnished by the Unit manufacturer. The surface of parts to be welded shall be free from rust, scale, paint, grease, or other foreign matter. Welds shall be of sufficient size and shape to enable the full strength of the parts connected by the welds. Welds shall transmit stress without permanent deformation or failure when the parts connected by the weld are subjected to proof and service loadings. All exposed welds must be continuous. Non-stitch welding is acceptable. All welding procedures and verified welder qualifications shall be in accordance with the requirements of MIL-STD-278 and AWS D1.1/D1.1M. Weld allowable unit stresses shall be in accordance with AWS D1.1/D1.1M. Welded hollow structural members and voids shall be seal-welded. Hand holes shall be seal-welded or closed with gasketed, bolted covers. The Unit manufacturer shall provide weld maps (diagrams) **(per DD-1423 CDRL Data Item A003, Weld Maps) to identify all welded locations on each Unit.** Weld maps shall be provided in CAD-type software and PDF files.

Fenders materials used on Unit applicable main deck outboard edges and on outboard edges of applicable protruding railings and outer tips of retractable apparatus shall be rubber, non-marring, ethylene propylene dimonometer (EPDM), as specified in ASTM D2000 Rubber Products in Automotive Applications. Size and shape of fenders shall be as required not to exceed the hull pressures/reaction forces as specified and nominally fit the curvature of adjacent submarines and surface ship hulls.

Fender rub strips shall be of Ultra-High Molecular Weight Polyethylene materials including additives and shall be traceable by original lot number. Material used shall be FDA-approved or otherwise harmless to marine life.

Hardware

Bolts or bolting if used, all hardware consisting of bolts, nuts, and washers shall be of US manufacture and shall be galvanized according to ASTM A123 or ASTM A153 as applicable and shall have a Rockwell Hardness of C-32 maximum, and shall be permanently marked (by embossing or indentation) with the ASTM designation, grade, and manufacturer identification. All structural bolt connections shall be made with ASTM A325 high strength plain galvanized bolts; ASTM A563 plain galvanized nuts; and ASTM F436 galvanized washers; or stainless steel nuts and bolts according to ASTM F593 or ASTM F594 as applicable. Hardened washers shall be used at the bolt head and the nut end of each bolted connection. All structural bolted connections shall be installed in accordance with Specification for Structural Joints using ASTM A325 or A490 bolts.

Materials Certifications

The Unit manufacturer shall provide material certification reports per DD-1423 CDRL Data Item A004, Materials Certifications & Other Materials Test Reports, for structural materials and hardware, and for UHMW materials. Those reports shall be maintained and consist of original mill test reports, complete heat-treating records, original manufacturer mechanical test reports, traceability to identify and validate integrity of each production lot from raw material through all processing operations and treatments to final packing and shipment. Each size of nut/bolt hardware assembly and each combination of production lot numbers shall be tested as an assembled configuration before being shipped to the Unit manufacturer.

MECHANICAL INSPECTIONS

For installations and fabrications inspections and grooming, the Contractor shall demonstrate the equipment has been inspected for mechanical integrity as follows:

a. All welds shall be inspected for integrity and appearance.
b. Surfaces shall be examined for sharp edges and burrs.
c. Fasteners shall be checked for tightness.
d. Paint shall be checked for flaking, blistering, and correct coloring.

All faults encountered and rectifications made shall be documented in the Mechanical Inspections Reports **(as DD-1423 Contract Data Requirements List Data Item A005, Mechanical Inspections Reports)** in Microsoft Word or Adobe files. Rectification of all faults encountered is required before the Mechanical Inspections Report is generated and before conducting testing, all occurring prior to delivery at recipient location. Provide reports to NSWCCD-SSES Code 971. Provide one hard copy and electronically to Code 971 and Code 335 with Word, Excel, Power Point, or PDF files as attachments within 15 days following completion of all mechanical inspections.

PROVISIONS FOR REPAIR AND RETEST - In the event of a test failure, the contractor may elect, without external direction, to correct the failed condition and request a retest of the system.

FINAL ACCEPTANCE – Final inspection shall be at the delivery destination, via the local DCMA (Contract Administration Office (CAO)). Final Acceptance approval shall be made by the NSWCCD Code 971 Point of Contact.

TESTING

Watertight Components Preliminary Test:

-The prime contractor shall: perform a structural and water-tightness air test of all watertight components of the assembled mooring equipment Unit for a period of 10 minutes; inspect all accessible areas to determine leakage sites; document discrepancies; and rectify any leakage sites. Afterwards, the prime contractor shall repeat water-tightness test and rectify any leakage sites until successful. The contractor shall deliver a comprehensive, detailed test report in a Microsoft Word or Adobe file **(as DD-1423 Contract Data Requirements List Data Item A006, Watertight Components Preliminary Test Reports).**

Watertight Components Final Test:

The prime contractor shall perform the final water-tightness air test of all watertight components of the assembled mooring equipment Unit for a period of 10 minutes with zero pressure drop permitted. Allow pressure to stabilize for 15 minutes prior to conducting test. The contractor shall provide copy of the certification report of satisfactory air test for each watertight compartment file and the final summary certification report of satisfactory tests **(as DD-1423 Contract Data Requirements List Data Item A007, Watertight Components Final Test Report and Certification).** The contractor shall deliver the final test report and the summary certification report of satisfactory tests in a Microsoft Word or Adobe.

Static Float Tests:

After final assembly and integration installation of all applicable equipment is completed by the Deep Draft Submarine Camel Separator prime contractor, the manufacturer shall conduct static, motionless float tests of the Camel at their facility to demonstrate level Unit inclination, load stability, and free-board and draft within design limits per the manufacturer design calculations. The tests must demonstrate the Unit floats without taking on water and floats within the following inclination tolerances: Pitch (Trim) angle (Forward and Aft): 0.25 Degree; Roll (List) angle (STBD and Port): 1.0 Degree. Ballast offset shall be added as required to achieve results within inclination tolerances.
The manufacturer shall provide the test report as DD1423 CDRL Data Item A008, Static Float Tests Report. The report shall be delivered as Microsoft Word or Adobe files.

Dynamic Float Tests

After conducting Static Float Tests, the manufacturer shall conduct dynamic, navigational float tests of the Deep Draft Submarine Camel Separator towed at speeds not to exceed 4 knots. The manufacturer must demonstrate level Camel inclination, load stability, and free-board and draft within design limits per the manufacturer design calculations. The tests must demonstrate the Camel floats without taking on water and floats within the

following inclination tolerances: Pitch (Trim) angle (Forward and Aft): 0.25 Degree; Roll (List) angle (STBD and Port): 1.0 Degree.

The manufacturer shall provide the test report as DD1423 CDRL Data Item A009, Dynamic Float Tests. The report shall be delivered as Microsoft Word or Adobe files.

OTHER MECHANICAL TESTS

The manufacturer shall perform the following specialized mechanical tests:

Non-Destructive Tests

Non-destructive testing of equipment-applicable pad-eyes shall be per MIL-STD 271 and MIL-STD 2035 and consist of a Magnetic Particle Test, a Penetrant Dye Test, and a Visual Test. Personnel qualified per AWS D1.1/D1.1M, Structural Welding Code, are required to perform the non-destructive tests. Acceptance and certification of non-destructive testing of pad-eyes shall be per AWS D1.1/D1.1M. Certification shall include the date tests were performed, type of equipment used, method, results, and signatures of personnel authorized to make such certifications for the manufacturer. Tests and certifications in a detailed summary report shall be delivered in Microsoft Word or Adobe files **(as DD-1423 Contract Data Requirements List Data Item A010, Non-Destructive Tests and Certification Reports).**

CAUTION: The manufacturer shall perform visual tests and non-destructive testing prior to pull-tests, and shall perform visual tests after pull-tests as well.

Pull Tests

Equipment-applicable lifting pad-eyes shall be pull-tested (load-tested) by the manufacturer to 200% (+5%/-0%) of mooring equipment Unit gross weight, and the manufacturer shall provide a certification report of the successful testing. Test load shall be in the plane of the pad-eye and held for ten minutes without damage or permanent distortion to the pad-eye, welds, or supporting structure. Equipment Unit applicable mooring fixtures and towing fixtures shall be load-tested by the manufacturer to 125% (+5/-0%) of the calculated design forces, and a certification report shall be provided. The manufacturer shall provide a summary report of those tests to Louis DiStefano, NSWCCD Code 971, via the local DCMA (CAO) Office, **(as DD-1423 Contract Data Requirements List Data Item A011, Pull Tests, Mooring and Towing Fixtures Tests and Certifications Report).**

Lift Tests

The contractor shall provide a detailed report on the results of a Lift Test in which the mooring equipment Unit shall be successfully lifted out of the water with a crane per lifting attachments lift/rigging diagram requirements without damage to the equipment Unit or its lifting pad-eyes. **The manufacturer shall provide the lift tests report as DD1423 CDRL Data Item A012, Lift Tests Report.** The report shall be delivered as Microsoft Word or Adobe files.

PRESERVATION, PACKAGING, & PACKING

Mooring equipment shall be preserved, packaged and packed in accordance with the contractor's standard practice in a manner to prevent corrosion, deterioration, and damage, and to ensure arrival at destination in a satisfactory condition.

MARKING (as DD1423 CDRL Data Item A013, Pictures of Identification Markings)

After the protective paint/coating has been completed, each Deep Draft Submarine Camel Separator shall have markings stenciled on the equipment body above the waterline with stenciled characters approximately 3 inches in height in block letters, top-coated in white paint, and shaded on the right-hand and lower edges with black paint, to enable reading that information at a distance of ten feet. Identification information shall indicate the following:

US NAVY- EQUIPMENT TITLE
MANUFACTURER'S LOGO/NAME
DATE PROVIDED
SERIAL NUMBER
WEIGHT

The manufacturer shall provide proof of equipment markings by providing digital pictures of each item demonstrating Deep Draft Submarine Camel Separator markings and serial numbers as well as gross weight of the Unit stenciled onto the Unit as identification markings. The gross weight shall be included on the lifting sketches/rigging diagram **(per DD1423 CDRL Data Item A001, Lifting Sketch/Rigging Diagram)**. Digital pictures shall be .jpeg-type files.

IDENTIFICATION SYSTEM (as DD1423 CDRL Data item A014, Identification System)

Each mooring equipment Unit shall have an identification system reflected by Word document files as records that can identify the Unit by its serial number. Therefore, in the event markings disappear, information can still be retrieved from the serial number. The identification system shall be designed to last through the life of the unit.

REFERENCE DOCUMENTS

- American Welding Society (AWS), D1.1/D1.1M: 2006. Structural Welding Code-Steel. March 2006. http://www.aws.org or via http://global.ihs.com
- ASTM International: Standard Specifications. http://global.ihs.com
    - 252 Standard Specification for Welded and Seamless Steel Pipe Piles. Oct 2006
    - A36/A36M. Standard Specification for Carbon Structural Steel. March 2005
    - A53/A53M. Standard Specification for Pipe, Steel, Black and Hot-Dipped, Zinc-Coated, welded and Seamless. Sep 2007
    - A123/A123M. Standard Specification for Zinc (Hot-Dip Galvanized) Coatings on Iron and Steel Products. Oct 2002
    - A153/A153M. Standard Specification for Zinc Coating (Hot-Dip) on Iron and Steel Hardware-Merchant Quality. Apr 2005
    - A148/A148M. Standard Specification for Steel Castings, High Strength, for Structural Purposes. March 2008
    - A325. Standard Specification for Structural Bolts, Steel, Heat Treated, 120/105 KSI Minimum Tensile Strength. Dec 2007
    - A490. Standard Specification for Structural Bolts, Alloy Steel, Heat

Treated, 150 KSI Minimum Tensile Strength. Jan 2008
- A563. Standard Specification for Carbons and Alloy Steel Nuts. Dec 2007
- A575. Standard Specification for Steel Bars, Carbon, M-Grades. Nov 1996
- A992/A992M. Standard Specification for Structural Steel Shapes. July 2006
- F436. Standard Specification for Hardened Steel Washers. Dec 2007
- F593. Standard Specification for Stainless Steel Bolts, Hex Cap Screws, and Studs. Oct 2004
- F594. Standard Specification for Stainless Steel Nuts. April 2002
- F941. Standard Practice for Inspection of Marine Surface Preparation and Coating Application. 2009
- D2000. Standard Classification System for Rubber Products in Automotive Applications. Jan 2008
- SSPC QP1. Standard Procedure for Evaluating Painting Contractors (Field Application to Complex Industrial Structures). Nov 2004
- SSPC QP3. Standard Procedure for Evaluating Qualifications of Shop Painting Applicators. July 2007

- Military Specifications and Standards: http://global.ihs.com
  - MIL-A-18001. Military Specification: Anodes, Sacrificial Zinc Alloy. Oct 2007
  - MIL-STD-271. Military Standard: Requirements for Nondestructive Testing Methods. May 1998
  - MIL-STD-278. Military Standard Welding and Casting Standard. May 1998
  - MIL-STD-2035. Non-Destructive Testing Acceptance Criteria. May 1995

- Federal Specification RR-C-271D. Chain and Attachments, Welded and Weldless. Nov 1995. http://www.wbdg.org/ccb/FEDMIL/rrc271d.pdf

TECHNICAL DATA
The manufacturer shall provide technical documentation deliverables, (reports, manuals, drawings) required for **all DD1423 CDRL Data Items** with each delivery of the Deep Draft Submarine Camel Separator and its equipment inventory.

Specific required documentation (manuals, drawings) which shall be provided by the manufacturer with each mooring equipment Unit delivery include:

The manufacturer must provide an **Operational Manual, as DD1423 CDRL Data Item A015**, that includes disassembly/assembly procedures. Disassembly/assembly procedures shall include those for applicable removable safety rails and hull outfittings, and functional operation of applicable zinc anodes/cathodic protection system installed onto/within the mooring equipment Unit. Operational procedures shall include applicable towing and berthing maneuvers for the mooring equipment Unit for Unit-to-pier, Unit-to-ship, and Unit-to submarine spacing, as well as operational procedures for the inventory of equipment installed onto or within the mooring equipment Unit. The Operational manual shall be delivered as a hard copy document and as Microsoft Word or PDF files on one CD ROM set.

Maintenance Manual, as DD1423 CDRL Data Item A016, that includes maintenance frequency, and maintenance and repair procedures. Maintenance procedures shall include inspection procedures for corrosion, corrosion prevention procedures and measures for underwater and near-water-level housings, fixtures, and hardware, and maintenance tests of applicable zinc anodes/cathodic protection system, as a minimum. The Maintenance manual shall be provided as a hard copy document and as a usable combination of Word and Excel files or as PDF files on one CD ROM set.

Parts List, as DD1423 CDRL Data Item A017, that provides a summary Parts List document with detailed lists of manufacturer parts, part numbers, quantities, and equipment model numbers which correspond to design and fabrication drawings for all equipment installed and mounted onto/within the mooring equipment Unit, and the summary Parts List shall include all hardware and materials descriptions. The Parts List shall be provided as a hard copy document and as a usable combination of Microsoft Word and Excel files or PDF files on one CD ROM set.

Handling, Storage & Packing Manual, as DD1423 CDRL Data Item A018. This manual shall provide information including methods employed by the contractor for protective packing of the mooring equipment Unit to prevent damage, corrosion, and deterioration during shipment, and description of practical shipping methods employed by the contractor for transport of the mooring equipment Unit. The manual shall include requirements for long-term docking and storage of the equipment Unit. Handling procedures shall include the lift/rigging diagram for crane lifts of the equipment Unit. The Handling, Storage, and Packing Manual shall be delivered as a hard copy document and as Microsoft Word or Adobe files on one CD ROM set.

The contractor shall provide a **Logbook, as detailed in DD1423 CDRL Data Item A019,** to record all maintenance and repairs carried out on the mooring equipment Unit and on its complete applicable equipment inventory including safety issues, from new to date. All maintenance and repairs shall be carried out in accordance with the manufacturer's guidelines provided within the **Maintenance Manual (DD1423 CDRL Data Item A016)**. The Logbook shall be provided as a hard copy and as Microsoft Word or Adobe files on one CD ROM set.

The contractor shall also provide a general arrangement drawing of the mooring equipment Unit showing elevation, plan, and isometric views of the proposed mooring equipment unit design, shown in the deployed position with reference to waterline and the entire applicable equipment inventory installed. **Refer to DD1423 CDRL Data Item A020, General Arrangement Drawing.** The drawing shall be provided as a hard copy and shall also be provided in CAD-type software and PDF files on one CD ROM set.

The contractor shall also provide a detailed fabrication drawing of the Deep Draft Submarine Camel Separator, with detailed list of materials, to NSWCCD Code 971, via the local DCMA (CAO), for approval minimum 30 days prior to start of fabrication. Refer to DD-1423 CDRL Data Item A021, Fabrication Drawing. The

fabrication drawing shall include all assemblies, subassemblies, parts components, materials, and hardware that constitute the Deep Draft Submarine Camel Separator. The detailed fabrication drawings shall show exact details of how the units are to be constructed including weld details, paint details, pressure test procedures, weights of entire unit, cut lists for all sub-components, and a detailed bill of materials (BOM) with detailed list of materials and parts to be used in the construction of the units. Detail diagrams as drawing sections shall be employed to highlight component interfaces and special features where detailed depiction merits a magnified view. Assemblies, subassemblies, parts components, mounting hardware, welds, zinc anodes and cathodic protection system, and all materials used shall be identified in the detailed **Parts List (DD1423 CDRL Data Item A017)** provided list of materials with item numbers, nomenclature description, part numbers applicable, and quantities, and the detailed list of materials shall correspond with parts-identifying item numbers shown on the fabrication drawing diagrams. The drawing shall be provided as a hard copy and shall also be provided in CAD-type software and PDF files on one CD ROM set.
The Fabrication Drawing is the key documentation to demonstrate the manufacturer's design to reflect the requirements of the Solicitation's Statement of Work specification.

The manufacturer shall provide as **DD-1423 CDRL Data Item A023, List of Current Welder Certificates**, per AWS D1.1/D1.1M. The manufacturer shall also provide written and approved welding procedures, as **DD-1423 CDRL Data Item A024, Welding Procedures**, in accordance with MIL-STD-278 and AWS D1.1. The manufacturer's welding procedures shall be verified by an accredited 3rd party inspection company such as ABS, Lloyd's or DNV. Additionally, the manufacturer shall provide written and approved non-destructive test procedures, as **DD-1423 CDRL Data Item A025, Non-Destructive Test (NDT) Procedures**, in accordance with MIL-STD-271 and MIL-STD-2035.

The Welding Certificates, Welding Procedures and NDT Procedures, specified above, shall be provided thirty (30) days after contract award, as per the applicable DD1423's, and as may be required under any Delivery Order.

Specific format and quantities for TECHNICAL DATA documents. Technical Data for all DD1423 CDRL Data Items for each Deep Draft Submarine Camel Separator per the applicable mooring equipment inventory delivered shall be provided by the manufacturer with each Unit to applicable recipient delivery addresses, as identified under any applicable Delivery Order.

One hard copy and electronic, digital software files on one set of CD ROMs of the Technical Data for each Deep Draft Submarine Camel Separator per the applicable equipment delivered shall also be delivered to, via the local DCMA (CAO):

Naval Surface Warfare Center, Carderock Division
5001 South Broad Street
Building 4, Code 971
Philadelphia, PA 19112-1403

SHIPPING COSTS for delivery of Deep Draft Submarine Camel Separators during Years 1 through 5 shall be negotiated separately under each applicable Delivery Order for each Deep Draft Submarine Camel Separator to be delivered to the recipient at the applicable location(s) identified under the applicable Delivery Order.

Technical Data, 1 Lot with each delivery, shall be delivered to the address(es) of the applicable recipient (s), as identified under the DD1423 of each applicable Delivery Order.

Material Support Costs
During the course of this contract, the contractor may be required to furnish Materials, associated with the performance of Services identified, for prototype fabrication, repairing / refurbishing, rebuilding and / or modification to either Government Furnished or newly designed Mooring Equipment, issued by the Ordering Officer. As such, the contractor will be reimbursed at the actual cost, with any material-handling fee as agreed to by the Contracting Officer.

Travel, Transportation and Shipping Support Costs
During the course of this contract, the contractor may be required to perform Travel, provide Transportation and Shipping associated with the Services identified for prototype fabrication, repairing / refurbishing, overhauls, rebuilding and / or modification to either Government Furnished or newly designed Mooring Equipment, issued by the Ordering Officer. As such, the contractor will be reimbursed at the actual cost, with any associated G&A costs as agreed to by the Contracting Officer.

CLAUSES INCORPORATED BY FULL TEXT

HQ C-1-0001 ITEM(S) A001-A027 - DATA REQUIREMENTS (NAVSEA) (SEP 1992)

The data to be furnished hereunder shall be prepared in accordance with the Contract Data Requirements List, DD Form 1423, Exhibit A, attached hereto.

HQ C-2-0002 ACCESS TO PROPRIETARY DATA OR COMPUTER SOFTWARE (NAVSEA) (JUN 1994)

(a) Performance under this contract may require that the Contractor have access to technical data, computer software, or other sensitive data of another party who asserts that such data or software is proprietary. If access to such data or software is required or to be provided, the Contractor shall enter into a written agreement with such party prior to gaining access to such data or software. The agreement shall address, at a minimum, (1) access to, and use of, the proprietary data or software exclusively for the purposes of performance of the work required by this contract, and (2) safeguards to protect such data or software from unauthorized use or disclosure for so long as the data or software remains proprietary. In addition, the agreement shall not impose any limitation upon the Government or its employees with respect to such data or software. A copy of the executed agreement shall be

provided to the Contracting Officer. The Government may unilaterally modify the contract to list those third parties with which the Contractor has agreement(s).

(b) The Contractor agrees to: (1) indoctrinate its personnel who will have access to the data or software as to the restrictions under which access is granted; (2) not disclose the data or software to another party or other Contractor personnel except as authorized by the Contracting Officer; (3) not engage in any other action, venture, or employment wherein this information will be used, other than under this contract, in any manner inconsistent with the spirit and intent of this requirement; (4) not disclose the data or software to any other party, including, but not limited to, joint venturer, affiliate, successor, or assign of the Contractor; and (5) reproduce the restrictive stamp, marking, or legend on each use of the data or software whether in whole or in part.

(c) The restrictions on use and disclosure of the data and software described above also apply to such information received from the Government through any means to which the Contractor has access in the performance of this contract that contains proprietary or other restrictive markings.

(d) The Contractor agrees that it will promptly notify the Contracting Officer of any attempt by an individual, company, or Government representative not directly involved in the effort to be performed under this contract to gain access to such proprietary information. Such notification shall include the name and organization of the individual, company, or Government representative seeking access to such information.

(e) The Contractor shall include this requirement in subcontracts of any tier which involve access to information covered by paragraph (a), substituting "subcontractor" for "Contractor" where appropriate.

(f) Compliance with this requirement is a material requirement of this contract.

HQ C-2-0008 ASSIGNMENT AND USE OF NATIONAL STOCK NUMBERS (NAVSEA) (MAY 1993)

To the extent that National Stock Numbers (NSNs) or preliminary NSNs are assigned by the Government for the identification of parts, pieces, items, subassemblies or assemblies to be furnished under this contract, the Contractor shall use such NSNs or preliminary NSNs in the preparation of provisioning lists, package labels, packing lists, shipping containers and shipping documents as required by applicable specifications, standards or Data item Descriptions of the contract or as required by orders for spare and repair parts. The cognizant Government Contract Administration Office shall be responsible for providing the Contractor such NSNs or preliminary NSNs which may be assigned and which are not already in possession of the Contractor.

HQ C-2-0009 ASSIGNMENT OF SERIAL NUMBER(S) (NAVSEA) (SEP 1990)

The Contractor shall request serial number assignment, in writing, from the Cognizant Technical Program Office, with a copy to the cognizant Contract Administration Office. The request for serial number assignment shall contain the following minimum information:

(a) Contract number;

(b) Assigned line item number and description;

(c) Assigned type designation;

(d) Assigned model number;

(e) Top drawing number and ID (List of Drawings) number;

(f) Exact quantity for which serial numbers are being requested, including preproduction samples required by the contract; and

(g) National Stock Number

Section D - Packaging and Marking

All packaging and marking requirements shall be identified under each of the Individual CLINs described herein and specified under any resulting Delivery Order.

CLAUSES INCORPORATED BY FULL TEXT

HQ D-1-0001 DATA PACKAGING LANGUAGE

All unclassified data shall be prepared for shipment in accordance with best commercial practice.

Classified reports, data, and documentation shall be prepared for shipment in accordance with National Industrial Security Program Operating Manual (NISPOM), DOD 5220.22-M dated 28 February 2006.

HQ D-2-0008 MARKING OF REPORTS (NAVSEA) (SEP 1990)

All reports delivered by the Contractor to the Government under this contract shall prominently show on the cover of the report:

(1) name and business address of the Contractor
(2) contract number
(3) contract dollar amount
(4) whether the contract was competitively or non-competitively awarded
(5) sponsor:

_____
(Name of Individual Sponsor)

_____
(Name of Requiring Activity)

_____
(City and State)

INSPECTION AND ACCEPTANCE TERMS

Supplies/services will be inspected/accepted at:

CLIN	INSPECT AT	INSPECT BY	ACCEPT AT	ACCEPT BY
0001	Destination	Government	Destination	Government
0002	Destination	Government	Destination	Government
0003	Destination	Government	Destination	Government
0004	Destination	Government	Destination	Government
0005	Destination	Government	Destination	Government
0006	Destination	Government	Destination	Government
0007	Destination	Government	Destination	Government
0008	Destination	Government	Destination	Government
0009	Destination	Government	Destination	Government
0010	Destination	Government	Destination	Government
0011	Destination	Government	Destination	Government
0012	Destination	Government	Destination	Government
0013	Destination	Government	Destination	Government
0014	Destination	Government	Destination	Government
0015	Destination	Government	Destination	Government
0016	Destination	Government	Destination	Government
0017	Destination	Government	Destination	Government
0018	Destination	Government	Destination	Government

CLAUSES INCORPORATED BY REFERENCE

52.246-2	Inspection Of Supplies--Fixed Price	AUG 1996
52.246-4	Inspection Of Services--Fixed Price	AUG 1996
52.246-16	Responsibility For Supplies	APR 1984
252.246-7000	Material Inspection And Receiving Report	MAR 2008

CLAUSES INCORPORATED BY FULL TEXT

HQ E-1-0001 INSPECTION AND ACCEPTANCE LANGUAGE FOR DATA

Inspection and acceptance of all data shall be as specified on the attached Contract Data Requirements List(s), DD Form 1423.

Section F - Deliveries or Performance

CLAUSES INCORPORATED BY REFERENCE

52.211-17	Delivery of Excess Quantities	SEP 1989
52.242-15	Stop-Work Order	AUG 1989
52.242-17	Government Delay Of Work	APR 1984
52.247-34	F.O.B. Destination	NOV 1991

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52.211-8 TIME OF DELIVERY (JUN 1997)

(a) The Government requires delivery to be made according to the following schedule:

REQUIRED DELIVERY SCHEDULE

CLINs 0001- 0015: 90 Calendar days after delivery order award

CLIN 0016: 5 Years after date of contract award

CLIN 0017: Period of Performance of 5 years after date of contract award

CLIN 0018: In accordance with DD Forms 1423

NOTE: The delivery address or place of performance for each unit or tasking shall be provided in resultant delivery orders.

The Government will evaluate equally, as regards time of delivery, offers that propose delivery of each quantity within the applicable delivery period specified above. Offers that propose delivery that will not clearly fall within the applicable required delivery period specified above, will be considered nonresponsive and rejected. The Government reserves the right to award under either the required delivery schedule or the proposed delivery schedule, when an offeror offers an earlier delivery schedule than required above. If the offeror proposes no other delivery schedule, the required delivery schedule above will apply.

OFFEROR'S PROPOSED DELIVERY SCHEDULE

_____

Within Days

After Date

Item No. Quantity of Contract

_____ _____ _____

_____ _____ _____

_____ _____ _____

(b) Attention is directed to the Contract Award provision of the solicitation that provides that a written award or acceptance of offer mailed, or otherwise furnished to the successful offeror, results in a binding contract. The Government will mail or otherwise furnish to the offeror an award or notice of award not later than the day award is dated. Therefore, the offeror should compute the time available for performance beginning with the actual date of award, rather than the date the written notice of award is received from the Contracting Officer through the ordinary mails. However, the Government will evaluate an offer that proposes delivery based on the Contractor's date of receipt of the contract or notice of award by adding (1) five calendar days for delivery of the award through the ordinary mails, or (2) one working day if the solicitation states that the contract or notice of award will be transmitted electronically. (The term "working day" excludes weekends and U.S. Federal holidays.) If, as so computed, the offered delivery date is later than the required delivery date, the offer will be considered nonresponsive and rejected.

(End of clause)

Section G - Contract Administration Data

CLAUSES INCORPORATED BY FULL TEXT

252.204-0002 LINE ITEM SPECIFIC: SEQUENTIAL ACRN ORDER. (SEP 2009)

The payment office shall make payment in sequential ACRN order within the line item, exhausting all funds in the previous ACRN before paying from the next ACRN using the following sequential order: Alpha/Alpha; Alpha/numeric; numeric/alpha; and numeric/numeric.

(End of clause)

252.232-7006 WIDE AREA WORKFLOW PAYMENT INSTRUCTIONS (JUN 2012)

(a) Definitions. As used in this clause--

Department of Defense Activity Address Code (DoDAAC) is a six position code that uniquely identifies a unit, activity, or organization.

Document type means the type of payment request or receiving report available for creation in Wide Area WorkFlow (WAWF).

Local processing office (LPO) is the office responsible for payment certification when payment certification is done external to the entitlement system.

(b) Electronic invoicing. The WAWF system is the method to electronically process vendor payment requests and receiving reports, as authorized by DFARS 252.232-7003, Electronic Submission of Payment Requests and Receiving Reports.

(c) WAWF access. To access WAWF, the Contractor shall--

(1) Have a designated electronic business point of contact in the Central Contractor Registration at https://www.acquisition.gov; and

(2) Be registered to use WAWF at https://wawf.eb.mil/ following the step-by-step procedures for self-registration available at this Web site.

(d) WAWF training. The Contractor should follow the training instructions of the WAWF Web-Based Training Course and use the Practice Training Site before submitting payment requests through WAWF. Both can be accessed by selecting the "Web Based Training" link on the WAWF home page at https://wawf.eb.mil/.

(e) WAWF methods of document submission. Document submissions may be via Web entry, Electronic Data Interchange, or File Transfer Protocol.

(f) WAWF payment instructions. The Contractor must use the following information when submitting payment requests and receiving reports in WAWF for this contract/order:

(1) Document type. The Contractor shall use the following document type(s).

Invoice (FFP Supply & Service), Invoice and Receiving Report Combo(FFP Supply), and Invoice as 2-in-1(FFP Service only).

(2) Inspection/acceptance location. The Contractor shall select the following inspection/acceptance location(s) in WAWF, as specified by the contracting officer.

Destination

(3) Document routing. The Contractor shall use the information in the Routing Data Table below only to fill in applicable fields in WAWF when creating payment requests and receiving reports in the system.

Routing Data Table*

Field Name in WAWF	Data to be entered in WAWF
Pay Official DoDAAC	HQ0337
Issue By DoDAAC	N65540
Admin DoDAAC	S0701A
Inspect By DoDAAC	N65540
Ship To Code	See Schedule
Ship From Code	N/A
Mark For Code	N/A
Service Approver (DoDAAC)	N65540
Service Acceptor (DoDAAC)	N65540
Accept at Other DoDAAC N/A	
LPO DoDAAC	N/A
DCAA Auditor DoDAAC	HAA661
Other DoDAAC(s)	N/A

(4) Payment request and supporting documentation. The Contractor shall ensure a payment request includes appropriate contract line item and subline item descriptions of the work performed or supplies delivered, unit price/cost per unit, fee (if applicable), and all relevant back-up documentation, as defined in DFARS Appendix F, (e.g. timesheets) in support of each payment request.

(5) WAWF email notifications. The Contractor shall enter the email address identified below in the "Send Additional Email Notifications" field of WAWF once a document is submitted in the system.

(b) (6)

(g) WAWF point of contact. (1) The Contractor may obtain clarification regarding invoicing in WAWF from the following contracting activity's WAWF point of contact.

(b) (6)

(Contracting Officer: Insert applicable information or "Not applicable.")

(2) For technical WAWF help, contact the WAWF helpdesk at 866-618-5988.

(End of clause)

HQ G-2-0003 CONTRACTING OFFICER'S REPRESENTATIVE

(a) The COR for this contract is:

Name: (b) (6)
5001 S Broad St
Philadelphia, PA 19112
(b) (6)

The Contractor shall forward a copy of all invoices to the Contracting Officer's Representative.

SUPPLEMENTAL INSTRUCTIONS REGARDING ELECTRONIC INVOICING (NAVSEA) (SEP 2012)

(a) The Contractor agrees to segregate costs incurred under this contract/task order (TO), as applicable, at the lowest level of performance, either at the technical instruction (TI), sub line item number (SLIN), or contract line item number (CLIN) level, rather than on a total contract/TO basis, and to submit invoices reflecting costs incurred at that level. Supporting documentation in Wide Area Workflow (WAWF) for invoices shall include summaries of work charged during the period covered as well as overall cumulative summaries by individual labor categories, rates, and hours (both straight time and overtime) invoiced; as well as, a cost breakdown of other direct costs (ODCs), materials, and travel, by TI, SLIN, or CLIN level. For other than firm fixed price subcontractors, subcontractors are also required to provide labor categories, rates, and hours (both straight time and overtime) invoiced; as well as, a cost breakdown of ODCs, materials, and travel invoiced. Supporting documentation may be encrypted before submission to the prime contractor for WAWF invoice submittal. Subcontractors may email encryption code information directly to the Contracting Officer (CO) and Contracting Officer Representative (COR). Should the subcontractor lack encryption capability, the subcontractor may also email detailed supporting cost information directly to the CO and COR; or other method as agreed to by the CO.

(b) Contractors submitting payment requests and receiving reports to WAWF using either Electronic Data Interchange (EDI) or Secure File Transfer Protocol (SFTP) shall separately send an email notification to the COR and CO on the same date they submit the invoice in WAWF. No payments shall be due if the contractor does not provide the COR and CO email notification as required herein.

Section H - Special Contract Requirements

CLAUSES INCORPORATED BY FULL TEXT

5252.202-9101 ADDITIONAL DEFINITIONS (MAY 1993)

As used throughout this contract, the following terms shall have the meanings set forth below:

(a) DEPARTMENT - means the Department of the Navy.

(b) REFERENCES TO THE FEDERAL ACQUISITION REGULATION (FAR) - All references to the FAR in this contract shall be deemed to also reference the appropriate sections of the Defense FAR Supplement (DFARS), unless clearly indicated otherwise.

(c) REFERENCES TO ARMED SERVICES PROCUREMENT REGULATION OR DEFENSE ACQUISITION REGULATION - All references in this document to either the Armed Services Procurement Regulation (ASPR) or the Defense Acquisition Regulation (DAR) shall be deemed to be references to the appropriate sections of the FAR/DFARS.

(d) NATIONAL STOCK NUMBERS - Whenever the term Federal Item Identification Number and its acronym FIIN or the term Federal Stock Number and its acronym FSN appear in the contract, order or their cited specifications and standards, the terms and acronyms shall be interpreted as National Item Identification Number (NIIN) and National Stock Number (NSN) respectively which shall be defined as follows:

(1) National Item Identification Number (NIIN). The number assigned to each approved Item Identification under the Federal Cataloging Program. It consists of nine numeric characters, the first two of which are the National Codification Bureau (NCB) Code. The remaining positions consist of a seven digit non-significant number.

(2) National Stock Number (NSN). The National Stock Number (NSN) for an item of supply consists of the applicable four position Federal Supply Class (FSC) plus the applicable nine position NIIN assigned to the item of supply.

5252.227-9113 GOVERNMENT-INDUSTRY DATA EXCHANGE PROGRAM (OCT 2006)

(a) The Contractor shall participate in the appropriate interchange of the Government-Industry Data Exchange Program (GIDEP) in accordance with NAVSEA S0300-BU-GYD-010 dated November 1994. Data entered is retained by the program and provided to qualified participants. Compliance with this requirement shall not relieve the Contractor from complying with any other requirement of the contract.

(b) The Contractor agrees to insert paragraph (a) of this requirement in any subcontract hereunder exceeding $500,000.00. When so inserted, the word "Contractor" shall be changed to "Subcontractor".

(c) GIDEP materials, software and information are available without charge from:

GIDEP Operations Center
P.O. Box 8000
Corona, CA 92878-8000

Phone: (951) 898-3207

FAX: (951) 898-3250
Internet: http://www.gidep.org

CAR-H11 CONTRACTOR PERSONNEL SECURITY REQUIREMENTS (APR 2012)

In accordance with SECNAV M-5510.30 Chapters 5 and 6, all Contractor personnel that require access to Department of Navy (DON) information systems and/or work on-site are designated Non-Critical Sensitive/IT-II positions, which require an open investigation or favorable adjudicated National Agency Check (NACLC) by the Industrial Security Clearance Office (DISCO). Investigations should be completed using the SF- 85 Form and the SF-87 finger print card. An interim clearance can be granted by the company Security Officer and recorded in the Joint Personnel Adjudication System (JPAS). An open investigation or favorable adjudication is required prior to issuance of a Common Access Card (CAC) card or a badge providing access to NSWCCD sites and buildings. If an unfavorable adjudication is determined by DISCO all access will be terminated.

Section I - Contract Clauses

CLAUSES INCORPORATED BY REFERENCE

52.202-1	Definitions	JAN 2012
52.203-3	Gratuities	APR 1984
52.203-5	Covenant Against Contingent Fees	APR 1984
52.203-6	Restrictions On Subcontractor Sales To The Government	SEP 2006
52.203-7	Anti-Kickback Procedures	OCT 2010
52.203-8	Cancellation, Rescission, and Recovery of Funds for Illegal or Improper Activity	JAN 1997
52.203-10	Price Or Fee Adjustment For Illegal Or Improper Activity	JAN 1997
52.203-12	Limitation On Payments To Influence Certain Federal Transactions	OCT 2010
52.203-13	Contractor Code of Business Ethics and Conduct	APR 2010
52.203-16	Preventing Personal Conflicts of Interest	DEC 2011
52.204-4	Printed or Copied Double-Sided on Postconsumer Fiber Content Paper	MAY 2011
52.204-10	Reporting Executive Compensation and First-Tier Subcontract Awards	AUG 2012
52.209-6	Protecting the Government's Interest When Subcontracting With Contractors Debarred, Suspended, or Proposed for Debarment	DEC 2010
52.210-1	Market Research	APR 2011
52.211-5	Material Requirements	AUG 2000
52.215-2	Audit and Records--Negotiation	OCT 2010
52.215-8	Order of Precedence--Uniform Contract Format	OCT 1997
52.215-14	Integrity of Unit Prices	OCT 2010
52.219-6	Notice Of Total Small Business Set-Aside	NOV 2011
52.219-8	Utilization of Small Business Concerns	JAN 2011
52.219-14	Limitations On Subcontracting	NOV 2011
52.222-3	Convict Labor	JUN 2003
52.222-4	Contract Work Hours and Safety Standards Act - Overtime Compensation	JUL 2005
52.222-19	Child Labor -- Cooperation with Authorities and Remedies	MAR 2012
52.222-21	Prohibition Of Segregated Facilities	FEB 1999
52.222-26	Equal Opportunity	MAR 2007
52.222-29	Notification Of Visa Denial	JUN 2003
52.222-35	Equal Opportunity for Veterans	SEP 2010
52.222-36	Affirmative Action For Workers With Disabilities	OCT 2010
52.222-37	Employment Reports on Veterans	SEP 2010
52.222-50	Combating Trafficking in Persons	FEB 2009
52.222-54	Employment Eligibility Verification	JUL 2012
52.223-5	Pollution Prevention and Right-to-Know Information	MAY 2011
52.223-6	Drug-Free Workplace	MAY 2001
52.223-10	Waste Reduction Program	MAY 2011
52.223-18	Encouraging Contractor Policies To Ban Text Messaging While Driving	AUG 2011
52.225-13	Restrictions on Certain Foreign Purchases	JUN 2008
52.227-1	Authorization and Consent	DEC 2007
52.227-2	Notice And Assistance Regarding Patent And Copyright Infringement	DEC 2007
52.228-5	Insurance - Work On A Government Installation	JAN 1997

52.229-3	Federal, State And Local Taxes	FEB 2013
52.229-6	Taxes--Foreign Fixed-Price Contracts	FEB 2013
52.232-1	Payments	APR 1984
52.232-8	Discounts For Prompt Payment	FEB 2002
52.232-11	Extras	APR 1984
52.232-17	Interest	OCT 2010
52.232-23	Assignment Of Claims	JAN 1986
52.232-25	Prompt Payment	OCT 2008
52.233-1	Disputes	JUL 2002
52.233-3	Protest After Award	AUG 1996
52.233-4	Applicable Law for Breach of Contract Claim	OCT 2004
52.237-2	Protection Of Government Buildings, Equipment, And Vegetation	APR 1984
52.242-2	Production Progress Reports	APR 1991
52.242-13	Bankruptcy	JUL 1995
52.243-1	Changes--Fixed Price	AUG 1987
52.244-5	Competition In Subcontracting	DEC 1996
52.246-24	Limitation Of Liability--High-Value Items	FEB 1997
52.247-68	Report of Shipment (REPSHIP)	FEB 2006
52.248-1	Value Engineering	OCT 2010
52.249-2	Termination For Convenience Of The Government (Fixed-Price)	APR 2012
52.249-8	Default (Fixed-Price Supply & Service)	APR 1984
252.201-7000	Contracting Officer's Representative	DEC 1991
252.203-7000	Requirements Relating to Compensation of Former DoD Officials	SEP 2011
252.203-7001	Prohibition On Persons Convicted of Fraud or Other Defense-Contract-Related Felonies	DEC 2008
252.203-7002	Requirement to Inform Employees of Whistleblower Rights	JAN 2009
252.203-7004	Display of Fraud Hotline Poster(s)	DEC 2012
252.204-7003	Control Of Government Personnel Work Product	APR 1992
252.204-7008	Export-Controlled Items	APR 2010
252.205-7000	Provision Of Information To Cooperative Agreement Holders	DEC 1991
252.209-7004	Subcontracting With Firms That Are Owned or Controlled By The Government of a Terrorist Country	DEC 2006
252.222-7005	Prohibition on Use of Nonimmigrant Alien--Guam	SEP 1999
252.222-7006	Restrictions on the Use of Mandatory Arbitration Agreements	DEC 2010
252.225-7004	Report of Intended Performance Outside the United States and Canada--Submission after Award	OCT 2010
252.225-7005	Identification Of Expenditures In The United States	JUN 2005
252.225-7006	Quarterly Reporting of Actual Contract Performance Outside the United States	OCT 2010
252.225-7012	Preference For Certain Domestic Commodities	FEB 2013
252.225-7019	Restriction on Acquisition of Anchor and Mooring Chain	DEC 2009
252.225-7033	Waiver of United Kingdom Levies	APR 2003
252.225-7041	Correspondence in English	JUN 1997
252.232-7003	Electronic Submission of Payment Requests and Receiving Reports	JUN 2012
252.243-7001	Pricing Of Contract Modifications	DEC 1991
252.243-7002	Requests for Equitable Adjustment	DEC 2012
252.247-7023	Transportation of Supplies by Sea	MAY 2002

CLAUSES INCORPORATED BY FULL TEXT

52.216-19 ORDER LIMITATIONS. (OCT 1995)

(a) Minimum order. When the Government requires supplies or services covered by this contract in an amount of less than $2,500.00, the Government is not obligated to purchase, nor is the Contractor obligated to furnish, those supplies or services under the contract.

(b) Maximum order. The Contractor is not obligated to honor:

(1) Any order for a single item in excess of $1,000,000.00;

(2) Any order for a combination of items in excess of $5,000,000.00; or

(3) A series of orders from the same ordering office within 5 days that together call for quantities exceeding the limitation in subparagraph (1) or (2) above.

(c) If this is a requirements contract (i.e., includes the Requirements clause at subsection 52.216-21 of the Federal Acquisition Regulation (FAR)), the Government is not required to order a part of any one requirement from the Contractor if that requirement exceeds the maximum-order limitations in paragraph (b) above.

(d) Notwithstanding paragraphs (b) and (c) above, the Contractor shall honor any order exceeding the maximum order limitations in paragraph (b), unless that order (or orders) is returned to the ordering office within 5 days after issuance, with written notice stating the Contractor's intent not to ship the item (or items) called for and the reasons. Upon receiving this notice, the Government may acquire the supplies or services from another source.

(End of clause)

52.216-22 INDEFINITE QUANTITY. (OCT 1995)

(a) This is an indefinite-quantity contract for the supplies or services specified, and effective for the period stated, in the Schedule. The quantities of supplies and services specified in the Schedule are estimates only and are not purchased by this contract.

(b) Delivery or performance shall be made only as authorized by orders issued in accordance with the Ordering clause. The Contractor shall furnish to the Government, when and if ordered, the supplies or services specified in the Schedule up to and including the quantity designated in the Schedule as the "maximum". The Government shall order at least the quantity of supplies or services designated in the Schedule as the "minimum".

(c) Except for any limitations on quantities in the Order Limitations clause or in the Schedule, there is no limit on the number of orders that may be issued. The Government may issue orders requiring delivery to multiple destinations or performance at multiple locations.

(d) Any order issued during the effective period of this contract and not completed within that period shall be completed by the Contractor within the time specified in the order. The contract shall govern the Contractor's and Government's rights and obligations with respect to that order to the same extent as if the order were completed during the contract's effective period; provided, that the Contractor shall not be required to make any deliveries under this contract after 66 months after date of contract award.

(End of clause)

52.217-6 OPTION FOR INCREASED QUANTITY (MAR 1989)

The Government may increase the quantity of supplies called for in the Schedule at the unit price specified. The Contracting Officer may exercise the option by way of a modification signed by the Procuring Contracting Officer. Delivery of the added items shall continue at the same rate as the like items called for under the contract, unless the parties otherwise agree.

(End of clause)

52.217-9 OPTION TO EXTEND THE TERM OF THE CONTRACT (MAR 2000)

(a) The Government may extend the term of this contract by written notice to the Contractor by way of a signed modification and executed by the Procuring Contracting Officer prior to the expiration of the contract.

(b) If the Government exercises this option, the extended contract shall be considered to include this option clause.

(c) The total duration of this contract, including the exercise of any options under this clause, shall not exceed 60 months after date of contract award.
(End of clause)

52.252-2 CLAUSES INCORPORATED BY REFERENCE (FEB 1998)

This contract incorporates one or more clauses by reference, with the same force and effect as if they were given in full text. Upon request, the Contracting Officer will make their full text available. Also, the full text of a clause may be accessed electronically at this/these address(es):

http://farsite.hill.af.mil/vffara.htm

(End of clause)

252.211-7003 ITEM IDENTIFICATION AND VALUATION (JUN 2011)

(a) Definitions. As used in this clause'

Automatic identification device means a device, such as a reader or interrogator, used to retrieve data encoded on machine-readable media.

Concatenated unique item identifier means--

(1) For items that are serialized within the enterprise identifier, the linking together of the unique identifier data elements in order of the issuing agency code, enterprise identifier, and unique serial number within the enterprise identifier; or

(2) For items that are serialized within the original part, lot, or batch number, the linking together of the unique identifier data elements in order of the issuing agency code; enterprise identifier; original part, lot, or batch number; and serial number within the original part, lot, or batch number.

Data qualifier means a specified character (or string of characters) that immediately precedes a data field that defines the general category or intended use of the data that follows.

DoD recognized unique identification equivalent means a unique identification method that is in commercial use and has been recognized by DoD. All DoD recognized unique identification equivalents are listed at http://www.acq.osd mil/dpap/pdi/uid/iuid_equivalents html.

DoD unique item identification means a system of marking items delivered to DoD with unique item identifiers that have machine-readable data elements to distinguish an item from all other like and unlike items. For items that are serialized within the enterprise identifier, the unique item identifier shall include the data elements of the enterprise identifier and a unique serial number. For items that are serialized within the part, lot, or batch number within the enterprise identifier, the unique item identifier shall include the data elements of the enterprise identifier; the original part, lot, or batch number; and the serial number.

Enterprise means the entity (e.g., a manufacturer or vendor) responsible for assigning unique item identifiers to items.

Enterprise identifier means a code that is uniquely assigned to an enterprise by an issuing agency.

Government's unit acquisition cost means--

(1) For fixed-price type line, subline, or exhibit line items, the unit price identified in the contract at the time of delivery;

(2) For cost-type or undefinitized line, subline, or exhibit line items, the Contractor's estimated fully burdened unit cost to the Government at the time of delivery; and

(3) For items produced under a time-and-materials contract, the Contractor's estimated fully burdened unit cost to the Government at the time of delivery.

Issuing agency means an organization responsible for assigning a globally unique identifier to an enterprise (e.g., Dun & Bradstreet's Data Universal Numbering System (DUNS) Number, GS1 Company Prefix, Allied Committee 135 NATO Commercial and Government Entity (NCAGE)/Commercial and Government Entity (CAGE) Code, or the Coded Representation of the North American Telecommunications Industry Manufacturers, Suppliers, and Related Service Companies (ATIS-0322000) Number), European Health Industry Business Communication Council (EHIBCC) and Health Industry Business Communication Council (HIBCC)), as indicated in the Register of Issuing Agency Codes for ISO/IEC 15459, located at http://www.nen.nl/web/Normen-ontwikkelen/ISOIEC-15459-Issuing-Agency-Codes htm.

Issuing agency code means a code that designates the registration (or controlling) authority for the enterprise identifier.

Item means a single hardware article or a single unit formed by a grouping of subassemblies, components, or constituent parts.

Lot or batch number means an identifying number assigned by the enterprise to a designated group of items, usually referred to as either a lot or a batch, all of which were manufactured under identical conditions.

Machine-readable means an automatic identification technology media, such as bar codes, contact memory buttons, radio frequency identification, or optical memory cards.

Original part number means a combination of numbers or letters assigned by the enterprise at item creation to a class of items with the same form, fit, function, and interface.

Parent item means the item assembly, intermediate component, or subassembly that has an embedded item with a unique item identifier or DoD recognized unique identification equivalent.

Serial number within the enterprise identifier means a combination of numbers, letters, or symbols assigned by the enterprise to an item that provides for the differentiation of that item from any other like and unlike item and is never used again within the enterprise.

Serial number within the part, lot, or batch number means a combination of numbers or letters assigned by the enterprise to an item that provides for the differentiation of that item from any other like item within a part, lot, or batch number assignment.

Serialization within the enterprise identifier means each item produced is assigned a serial number that is unique among all the tangible items produced by the enterprise and is never used again. The enterprise is responsible for ensuring unique serialization within the enterprise identifier.

Serialization within the part, lot, or batch number means each item of a particular part, lot, or batch number is assigned a unique serial number within that part, lot, or batch number assignment. The enterprise is responsible for ensuring unique serialization within the part, lot, or batch number within the enterprise identifier.

Unique item identifier means a set of data elements marked on items that is globally unique and unambiguous. The term includes a concatenated unique item identifier or a DoD recognized unique identification equivalent.

Unique item identifier type means a designator to indicate which method of uniquely identifying a part has been used. The current list of accepted unique item identifier types is maintained at http://www.acq.osd mil/dpap/pdi/uid/uii_types.html.

(b) The Contractor shall deliver all items under a contract line, subline, or exhibit line item.

(c) Unique item identifier.

(1) The Contractor shall provide a unique item identifier for the following:

(i) All delivered items for which the Government's unit acquisition cost is $5,000 or more.

(ii) The following items for which the Government's unit acquisition cost is less than $5,000:

Contract line, subline, or exhibit line item No.	Item description

(iii) Subassemblies, components, and parts embedded within delivered items as specified in Attachment Number ---- .

(2) The unique item identifier and the component data elements of the DoD unique item identification shall not change over the life of the item.

(3) Data syntax and semantics of unique item identifiers. The Contractor shall ensure that--

(i) The encoded data elements (except issuing agency code) of the unique item identifier are marked on the item using one of the following three types of data qualifiers, as determined by the Contractor:

(A) Application Identifiers (AIs) (Format Indicator 05 of ISO/IEC International Standard 15434), in accordance with ISO/IEC International Standard 15418, Information Technology--EAN/UCC Application Identifiers and Fact Data Identifiers and Maintenance and ANSI MH 10.8.2 Data Identifier and Application Identifier Standard.

(B) Data Identifiers (DIs) (Format Indicator 06 of ISO/IEC International Standard 15434), in accordance with ISO/IEC International Standard 15418, Information Technology--EAN/UCC Application Identifiers and Fact Data Identifiers and Maintenance and ANSI MH 10.8.2 Data Identifier and Application Identifier Standard.

(C) Text Element Identifiers (TEIs) (Format Indicator 12 of ISO/IEC International Standard 15434), in accordance with the Air Transport Association Common Support Data Dictionary; and

(ii) The encoded data elements of the unique item identifier conform to the transfer structure, syntax, and coding of messages and data formats specified for Format Indicators 05, 06, and 12 in ISO/IEC International Standard 15434, Information Technology--Transfer Syntax for High Capacity Automatic Data Capture Media.

(4) Unique item identifier.

(i) The Contractor shall--

(A) Determine whether to--

(1) Serialize within the enterprise identifier;

(2) Serialize within the part, lot, or batch number; or

(3) Use a DoD recognized unique identification equivalent; and

(B) Place the data elements of the unique item identifier (enterprise identifier; serial number; DoD recognized unique identification equivalent; and for serialization within the part, lot, or batch number only: original part, lot, or batch number) on items requiring marking by paragraph (c)(1) of this clause, based on the criteria provided in the version of MIL-STD-130, Identification Marking of U.S. Military Property, cited in the contract Schedule.

(ii) The issuing agency code--

(A) Shall not be placed on the item; and

(B) Shall be derived from the data qualifier for the enterprise identifier.

(d) For each item that requires unique item identification under paragraph (c)(1)(i) or (ii) of this clause, in addition to the information provided as part of the Material Inspection and Receiving Report specified elsewhere in this contract, the Contractor shall report at the time of delivery, either as part of, or associated with, the Material Inspection and Receiving Report, the following information:

(1) Unique item identifier.

(2) Unique item identifier type.

(3) Issuing agency code (if concatenated unique item identifier is used).

(4) Enterprise identifier (if concatenated unique item identifier is used).

(5) Original part number (if there is serialization within the original part number).

(6) Lot or batch number (if there is serialization within the lot or batch number).

(7) Current part number (optional and only if not the same as the original part number).

(8) Current part number effective date (optional and only if current part number is used).

(9) Serial number (if concatenated unique item identifier is used).

(10) Government's unit acquisition cost.

(11) Unit of measure.

(e) For embedded subassemblies, components, and parts that require DoD unique item identification under paragraph (c)(1)(iii) of this clause, the Contractor shall report as part of, or associated with, the Material Inspection and Receiving Report specified elsewhere in this contract, the following information:

(1) Unique item identifier of the parent item under paragraph (c)(1) of this clause that contains the embedded subassembly, component, or part.

(2) Unique item identifier of the embedded subassembly, component, or part.

(3) Unique item identifier type.**

(4) Issuing agency code (if concatenated unique item identifier is used).**

(5) Enterprise identifier (if concatenated unique item identifier is used).**

(6) Original part number (if there is serialization within the original part number).**

(7) Lot or batch number (if there is serialization within the lot or batch number).**

(8) Current part number (optional and only if not the same as the original part number).**

(9) Current part number effective date (optional and only if current part number is used).**

(10) Serial number (if concatenated unique item identifier is used).**

(11) Description.

** Once per item.

(f) The Contractor shall submit the information required by paragraphs (d) and (e) of this clause in accordance with the data submission procedures at http://www.acq.osd.mil/dpap/pdi/uid/data_submission_information.html.

(g) Subcontracts. If the Contractor acquires by subcontract, any item(s) for which unique item identification is required in accordance with paragraph (c)(1) of this clause, the Contractor shall include this clause, including this paragraph (g), in the applicable subcontract(s).

(End of clause)

252.216-7006 ORDERING (MAY 2011)

(a) Any supplies and services to be furnished under this contract shall be ordered by issuance of delivery orders or task orders by the individuals or activities designated in the contract schedule. Such orders may be issued from date of contract award through 60 months after date of contract award.

(b) All delivery orders or task orders are subject to the terms and conditions of this contract. In the event of conflict between a delivery order or task order and this contract, the contract shall control.

(c)(1) If issued electronically, the order is considered ``issued" when a copy has been posted to the Electronic Document Access system, and notice has been sent to the Contractor.

(2) If mailed or transmitted by facsimile, a delivery order or task order is considered ``issued" when the Government deposits the order in the mail or transmits by facsimile. Mailing includes transmittal by U.S. mail or private delivery services.

(3) Orders may be issued orally only if authorized in the schedule.

(End of Clause)

CAR-I05 ISSUANCE OF ORDERS USING STREAMLINED PROCEDURES (MAY 1998) (NSWCCD)

(a) Due to the unknown price of future shipping costs and installation support, orders may be issued under this contract using the following streamlined procedures:

(1) For each proposed order, the Contracting Officer/Ordering Officer will provide the contractor with a statement of work (SOW) and an independent Government cost estimate (IGCE).

(2) Within three (3) working days of receipt of the SOW and IGCE, the contractor will respond with a confirmation letter agreeing to perform the SOW within the IGCE. If the requirement remains valid and the Contracting Officer/Ordering Officer determines the IGCE to represent a fair and reasonable price, a fully negotiated, priced order will be issued to the contractor.

(3) If the contractor does not agree with the SOW and/or IGCE, a proposal will be submitted to the Contracting Officer/Ordering Officer within five (5) working days of receipt of the SOW and IGCE, addressing only the specific areas of differences. Once the differences are resolved between the Contracting Officer/Ordering Officer and the contractor, and the Contracting Officer/Ordering Officer determines that the price is fair and reasonable, a fully negotiated, priced order will be issued to the contractor.

(b) There may be occasions when the Government determines, in circumstances of emergency or exigency, that the need for specific supplies or services is unusually urgent. On such occasions, the Contracting Officer/Ordering Officer may issue an order based solely on the Government estimate, requiring the contractor to provide the supplies or services specified without having an opportunity to review the Government estimate before the order is issued. This type of order shall be a unilaterally priced order and processed in accordance with the clause entitled "Issuance of Orders Based Solely on Government Estimate" which appears elsewhere in this Section I.

CAR-I06 WRITTEN ORDERS (INDEFINITE DELIVERY CONTRACTS) (JUN 1996)(NSWCCD)

Written orders (on DD Form 1155) will contain the following information consistent with the terms of the contract:

(a) Date of order

(b) Contract number and order number.

(c) Item number and description, quantity ordered, unit price and contract price.

(d) Delivery or performance date.

(e) Place of delivery or performing (including consignee).

(f) Packaging, packing, and shipping instructions if any required.

(g) Accounting and appropriation data.

(h) Inspection invoicing and payment provisions to the extent not covered in the contract; and any other pertinent information.

CAR-I10 AUTHORIZED CHANGES ONLY BY THE CONTRACTING OFFICER (JUN 1996) (NSWCCD)

(a) Except as specified in paragraph (b) below, no order, statement, or conduct of Government personnel who visit the Contractor's facilities or in any other manner communicates with Contractor personnel during the performance of this contract shall constitute a change under the "Changes" clause of this contract.

(b) The Contractor shall not comply with any order, direction or request of Government personnel unless it is issued in writing and signed by the Contracting Officer, or is pursuant to specific authority otherwise included as a part of this contract.

(c) The Contracting Officer is the only person authorized to approve changes in any of the requirements of this contract and notwithstanding provisions contained elsewhere in this contract, the said authority remains solely the Contracting Officer's. In the event the contractor effects any change at the direction of any person other than the Contracting Officer, the change will be considered to have been made without authority and no adjustment will be made in the contract price to cover any increase in charges incurred as a result thereof. The address and telephone number of the Contracting Officer is:

John Striano
5001 S Broad Street
Philadelphia, PA 19112
(b) (6)